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BUDGET OVERVIEW

SOUND TRANSIT—THE CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

How the Agency was Established

In the early 1990s, the Washington Legislature authorized King, Pierce and Snohomish counties to create a single agency—the Central Puget Sound Regional Transit Authority (Sound Transit)—to plan, build and operate a high-capacity transit system within the region's most heavily used travel corridors. In September 1993, the Sound Transit Board of Directors held its first official meeting. The Sound Transit District includes the most urban parts of the three-county area and close to half of the state's population.

History of *Sound Move*

In May 1996, the Sound Transit Board proposed *Sound Move*. The plan includes a mix of transportation improvements: high-occupancy vehicle (HOV) lane access improvements, ST Express bus routes, Sounder commuter rail and Link light rail. The plan includes new community "gateways"— connections in urban and suburban areas for communities to connect to the rest of the region. *Sound Move* is a comprehensive regional transit plan made up of almost 100 separate but interrelated capital and service projects. The plan also contains commitments to:

- Equitable revenue distribution. Local tax revenues will be used to benefit the five subareas of the Sound Transit District (Snohomish County, North King County, South King County, East King County and Pierce County) based on the share of revenues each subarea generates.
- Coordinated services and integrated fares. Regional and local transit services will be coordinated and an integrated fare structure developed.
- System expansion or tax rollback. Any second phase capital program that continues using local taxes for financing will require voter approval within the Sound Transit District. If voters decide not to extend the system, Sound Transit will roll back the tax rate to a level sufficient to pay off outstanding debt, and operate and maintain the investments made as part of *Sound Move*.
- Public accountability. Sound Transit will hire independent auditors and appoint a citizen committee to monitor Sound Transit's performance in carrying out its public commitments. Citizens will be directly involved in the placement, design and implementation of facilities in their communities.

Voter Approval

On November 5, 1996, voters in the three-county Sound Transit District approved the local taxes necessary to fund the regional bus and rail transit systems described in *Sound Move* by a 56.5 percent to 43.5 percent margin. The measure received a majority of votes in each of the three counties in the Sound Transit District (58.8 percent in King County, 54.4 percent in Snohomish County and 50.1 percent in Pierce County).

The measure approved in 1996 was titled, *Ballot Title Proposition No. 1 Regional Transit Authority.* Its text follows:

"To implement a regional rail and express bus system linking Tacoma, Seattle, Bellevue, Everett, other cities, and Sea-Tac Airport, shall the Regional Transit Authority impose a sales and use tax of up to four-tenths of one percent and a motor vehicle excise tax of three-tenths of one percent to

provide the local share of funding towards the $3.9 billion estimated cost of the system, as provided in Resolution 75 and the '10-year Regional Transit System Plan?'"

Sound Transit's Mission and Measures of Success

Sound Transit's Mission

Sound Transit's mission is to build and operate an integrated regional high-capacity transportation system serving the three-county Sound Transit district. The services include commuter rail, light rail and regional bus services and capital facilities. Sound Transit is implementing its *Sound Move* regional plan in partnership with public agencies, jurisdictions, private sector and other interests, and the citizens of the Sound Transit District.

Sounder commuter rail

- An 83-mile commuter rail system with 4 round trip trains between Everett and Seattle and 9 round trip trains between Seattle through Tacoma to Lakewood, and 12 stations.

Regional Express bus and facilities

- 19 ST Express regional bus routes to better connect cities and suburbs throughout the region and link with other local and regional transit services.
- Sound Transit is funding HOV access to 100 miles of freeway, bus, and carpool lanes to ensure fast and reliable local connections for regional bus service, to encourage carpool and vanpool use, and eliminate the need for buses, carpools, and vanpools to weave through general traffic at freeway entrances and exits.
- Community Connections includes stations, transit centers, park-and-ride lots, and arterial improvements to provide access to the regional transit network.

Link light rail

- A 1.6-mile Link light rail line currently operating in Tacoma that connects the downtown, business, theater, and university districts with local and ST Express regional buses and Sounder commuter rail services at the new Tacoma Dome Station.
- Approximately 19 miles of new Central Link light rail transit that connects the University of Washington, Capitol Hill, downtown Seattle, southeast Seattle, Tukwila, and SeaTac.
- The Initial Segment of the Central Link line is a 14-mile route that connects downtown Seattle, Beacon Hill and Rainer Valley with the Tukwila International Boulevard Station at South 154th Street in Tukwila near the Seattle-Tacoma International Airport.
- The Airport Link Segment of the Central Link line is approximately 1.7 miles in length extending from the Tukwila International Boulevard Station (South 154th Street) to a station near the main terminal at Seattle-Tacoma International Airport.
- The North Link Segment of the Central Link line connects downtown Seattle to Capitol Hill and the University District, and also includes an extension to Roosevelt and Northgate transit centers that will be built as additional funds become available. University Link is the first segment of North Link that will be constructed, extending about 3 miles from downtown Seattle to a station on Capitol Hill and north to the University of Washington Station near Husky Stadium.

Sound Transit's Measures of Success

- High-quality projects completed on time and within budget.
- Services are well used and customer satisfaction is high.

- Checks and balances ensure accountability to the community.
- Staff, consultants, and contractors are accountable to the Sound Transit Board.
- Projects are developed with the help of meaningful community involvement and participation.
- Technical expertise is appropriate to implement the system, and a lean organization reflects the Sound Transit District's values and diversity.
- Maximum local participation, including Minority/Women/Disadvantaged Business Enterprise firms, has been achieved in Sound Transit contracting.
- Projects include innovative design and operating features that benefit Sound Transit's customers and will attract new riders.
- Partnerships are created that leverage Sound Transit's investments and/or reduce project costs.
- Accessible transportation facilities in compliance with the Americans with Disabilities Act.

2007 Accomplishments

As Sound Transit moves into 2008, the agency can look back on 2007 and point to significant accomplishments in projects and services.

Project Delivery Accomplishments

Sounder commuter rail

- Royal Brougham crossing construction completed. Track work at King Street Station advancing.
- Construction completed for Reservation Junction to Freighthouse Square Remediation Phase III.
- Construction is anticipated to start for Everett Station Phase II improvements and Layover Track by the end of the year.
- Final design started for Edmonds Station.
- Construction started for Mukilteo Station, North Platform.
- Final design started for Mukilteo Station, South Platform.
- Construction started for Lakewood Station.
- Construction is anticipated to start for South Tacoma Station by the end of the year.
- Master Plan completed and PE/ED initiated for Tukwila Station.

Link light rail

- Link Operations and Maintenance (O&M) Facility opened in the SODO District.
- Light rail trains began testing on the on the tracks between the Stadium Station and the O&M Facility.
- Final assembly of the Link light rail vehicles began in Everett.
- The resurfacing of Pine Street in downtown Seattle was completed.
- The downtown Seattle Transit Tunnel conversion to light rail/bus operations was completed and the tunnel will be opened for bus service.

- Excavation of the Beacon Hill Station was completed.
- The Link light rail tunnel boring machine broke through the Beacon Hill East Portal.
- The Link light rail tunnel boring machine was re-launched and is expected to break through the Beacon Hill East Portal for the second time.
- Light rail stations, trackway and road reconstruction will be completed on Martin Luther Jr. Way South by year-end.
- Link light rail's Tukwila International Boulevard Station will be completed by year-end.
- Tukwila light rail guideway structure will be completed by year-end.
- Airport Link light rail at-grade guideway will be completed by the end of the year.
- Construction will begin on Link light rail SeaTac Airport Station.
- Agreement was reached between the University of Washington and Sound Transit on University Link.
- University Link light rail 60% design/baseline cost estimate/schedule will be completed before the end of the year.
- The University Link Federal grant application will be submitted.
- Completed conceptual engineering on the East Link project.

Regional Express

- Canyon Park Freeway Station / I-405 opened for service.
- Redmond Transit Center is anticipated to be open for service by year-end.
- Mercer Island Park-and-Ride is anticipated to be open for service by November.
- Totem Lake Freeway Station/NE 128th is anticipated to be open for service by November.
- Construction is anticipated to be complete for the Redmond Way, Redmond project by November.
- Construction started for the Totem Lake Transit Center/ Evergreen Medical Hospital project.
- Construction started for the N Everett Transit Center/Everett Community College project.
- Construction started for the I-90 Two Way Transit & HOV Operations, Stage 1 project.
- Construction started for the Bothell Branch Campus Access project.
- Construction started for the SR 522 HOV Enhancements/Kenmore project.
- Final design started for the I-90 Two Way Transit & HOV Operations, Stage 2 project.
- Feasibility Study started for phasing Star Lake Freeway Station/S 272nd improvements.
- Final design started for Newcastle Transit Center.
- Completed preliminary engineering for Kirkland Transit Center and received Kirkland City Council endorsement for Park Trellis concept as the preferred design concept.

Service Delivery Accomplishments

Systemwide

- Will achieve a life-to-date milestone of 73 million riders carried systemwide by the end of the year.
- Assumed operations and maintenance of Mercer Island Park-and-Ride lot and Central Link Light Rail Operation & Maintenance Facility.
- Provided 200 staff-hours of employee safety qualification training.
- Provided 300 staff-hours of emergency responder training and conducted 500 man-hours of emergency drills on Sounder commuter rail and Tacoma Link light rail.
- Assumed management of 21 new properties in Property Management, servicing nearly 100 tenants.
- Improved on cost per boarding performance measure for all modes. Consistently met all department scorecard measures.
- Under lead of regional Transit Integration Group and in coordination with WSDOT, began work to develop transit mitigation plans for major WSDOT highway projccts including the Nickel Projects, TPA and RTID projects.
- Implemented Wi-Fi pilot project on select ST Express buses and Sounder coaches.
- Implemented system in Service Planning division to report National Transit Data for Sound Transit service.
- Successfully completed FTA Triennial Review.

Tacoma Link

- Achieved a life-to-date milestone of 3.3 million passenger boardings since inception of service.
- Successfully completed WSDOT triennial audit with no major findings.
- Provided service to four special events.

Sounder commuter rail

- Achieved a life-to-date milestone of more than 7.5 million passenger boardings since inception of service.
- Average weekday boardings of more than 8,000 per day were 26% higher than the previous year.
- Provided temporary additional round trip on Tacoma-Seattle South Line as emergency mitigation for Interstate 5 construction.
- Added new peak-directional round trip on the Tacoma-Seattle South Line
- Added the first-ever reverse-peak directional trip on the South Line, operating from Seattle-Tacoma in the morning and from Tacoma-Seattle in the afternoon.
- Provided Sounder service for 14 Mariners Games, 8 Seahawks Games, the Susan G Komen Race for the Cure, the Boeing 787 unveiling, and 3 other special events.
- Conducted both a regional emergency “table top”and a field exercise in coordination with Snohomish County jurisdictions and other regional emergency management related agencies.
- Implemented Global Positioning System (GPS) tracking system to enhance on-time performance reporting.

- Received $1.6 million FTA grant to replace Sounder locomotive head end power units and began project.

ST Express regional bus

- Achieved a life-to-date milestone of more than 60 million passenger boardings since inception of service.
- Weekday ridership surpassed 38,000 boardings per day and grew by approximately 10% in 2007
- Returned service to the Downtown Seattle Transit Tunnel upon tunnel reopening in September, following two years of retrofitting in preparation for Link Light Rail service.
- Implemented service improvements in the SR-520 corridor and added service on Routes 554, 577 and 594. Began service at the Canyon Park and Totem Lake freeway stops.
- Implemented ST Express connector service to Sounder commuter rail between the Bonney Lake Park-and-Ride lot and Sumner Station.
- Achieved approximately $680,000 in savings from midday storage program with Pierce Transit.
- Ordered 27 new buses as part of the regular fleet replacement program, 10 new buses for Community Transit and 2 for King County Metro ($18.9 million total)
- Completed engine rebuild project for 1999 articulated bus fleet (37 buses, $1.1 million)
- Reached agreement with Pierce Transit for cost sharing ($4.7 million) for base capacity expansion project to enable continued maintenance and storage of Sound Transit's fleet.
- Reached agreement with Pierce Transit to purchase and install a new radio-CAD/AVL communications for the ST bus fleet ($5.7 million)

Central Link light rail

- Received first light rail vehicles and began vehicle testing.
- Hired 18 KCM link staff and began training.
- Completed start-up agreement with King County Metro.
- Completed operations and maintenance plans for Central and University Link.
- Completed maintenance agreements with City of Seattle and Port of Seattle.

Transit Vision Accomplishments

Fare Integration

- Managed PugetPass Program, which fulfills the *Sound Move* commitment for a "single ticket ride" on the following: Sound Transit, Community Transit, Everett Transit, King County Metro, Pierce Transit, Kitsap Transit, and the Washington State Ferries.
- Managed Sound Transit's institutional pass operation, including: U-Pass, GoPass, and approximately 200 FlexPass agreements with major employers in the region.
- Participated with six transit partner agencies to complete the beta test of the Regional Fare Coordination "Smart Card" project.

Phase 2 Planning (ST2)

- Evaluated 80+ projects and recommended deletion of approximately 20% of them based upon performance against the Board's criteria.

- Developed revised schedule for ST2 due to the Legislature delaying an election until 2007.
- Completed several technical reports related to I-90 HCT: summary of historical mode choice studies, summary of transition joint studies, and WSDOT's traffic study.
- Briefed the Board on topics such as the Service Enhancement Fund, the evolution of the bus system with the expansion of rail, subarea equity.
- Developed five investment scenarios with example projects, sized at an additional 0%, 0.1%, 0.3%, 0.4%, and 0.5% sales tax levels.
- Evaluated investment scenarios against the Board's performance criteria.
- Worked with the jurisdictions to refine project scopes and cost estimates.
- Worked with the Board as they identified light rail as the preferred HCT mode on I90, and narrowed the investment options to an additional 0.3%, 0.4%, and 0.5%, for purposes of public review.
- Began intensive review and coordination of work activities with RTID, WSDOT, and PSRC staff to develop an integrated roads and transit proposal.
- Met twice with the Expert Review Panel to review ST2 technical work.
- The Board adopted the ST2 Plan on May 24th, 2007.

Agency Operations Accomplishments

Start Program

The following public art projects were installed;

- "Shimmering Shadowlines" by Norie Sato and Dan Corson on the guideway near Tukwila/International Blvd Station.
- "Eat, Drink and Be Merry" by Ries Niemi at the Pine Street Vent Shaft plaza
- "Las Flores," "El Jardin" and "Fishmobile" by Mauricio Robalino; "Pearable" by Buster Simpson; "Dragonfly" by Darlene Nguyen-Ely; "Measuring Sticks" by Eugene Parnell at Rainier Beach Station
- "Stormwater Project" by Brian Goldbloom; "Come Dance With Me" by Augusta Asberry; "Rainier Valley Haiku" by Roger Shimomura at Othello Station
- "Garden Windows" by Juan Alonso; "Global Garden Shovel" by Victoria Fuller ; "A Relic in the Garden" and "Baskets of Light" by Gale McCall at Columbia City Station
- "Sound of Light" by Richard Elliott on the Hudson Wall along Martin Luther King, Jr. Way
- "Crow Creates the Earth with Lightening" by Barbara Earl Thomas at Walden Plaza
- "Seattle Sunrise" by Guy Kemper at Mount Baker Station
- "Anserinae" by Julie Berger at Mercer Island Park-and-Ride
- "Circulations" by Christine Bourdette at Totem Lake Freeway Station
- Receiving an award from the Americans for the Arts Public Art Network for "Safety Spires." This artwork, by Dan Corson and Norie Sato" was recognized as one of the best public art projects in the nation for 2006.
- Designs were reviewed and approved for Lakewood Station, Mukilteo Station.
- Funding plan was identified for both University Link Stations and commissions have been awarded.

- A system-wide long-term maintenance plan was developed to protect Sound Transit's public art investment.
- A new community-based project in the Rainier Valley was started with area schools.
- A new youth-created mural lead by UrbanArtworks was commissioned for the E-3 busway.
- Photography exhibits of Sound Move construction images by Peter DeLory and "Rainier Valley Narrative" portraits by Joanne Petrina at Seattle City Hall, Harborview Medical Center, and SeaTac International Airport.

Research and Technology

- Began implementing the recommendations from the Downtown Tacoma Transit Technology Study with the City of Tacoma and Pierce Transit, which will implement Transit Signal Priority and signal timing modifications to ensure operational improvements for all transit modes through Downtown Tacoma.
- Expanded the Sounder south line communications and CCTV to Tacoma Link stations and maintenance base.
- Procured and installed Wifi devices and services for passenger internet use aboard Sounder cab and passenger cars
- Negotiated change order with GE Transportation Systems to expand Sounder's passenger information platform to include 'next arriving bus' information to specific transit centers.
- Completed final design of the Kent and Auburn Garages Communications and CCTV expansion
- Continued to provide GIS services to the agency for map production, data maintenance, application support and spatial analysis

Transit Oriented Development

- Analyzed Capitol Hill Station TOD and joint development opportunities
- Negotiated purchase and sale agreements for the Federal Way Transit Center East and West TOD Parcels
- Completed the Rainier Valley Surplus Property Utilization Plan

The Sound Transit District Boundary

The Sound Transit District, shown on the next page, includes the most congested urban areas of King, Pierce and Snohomish counties. The Sound Transit District boundary lines generally follow the urban growth boundaries created by each county in accordance with the state Growth Management Act.

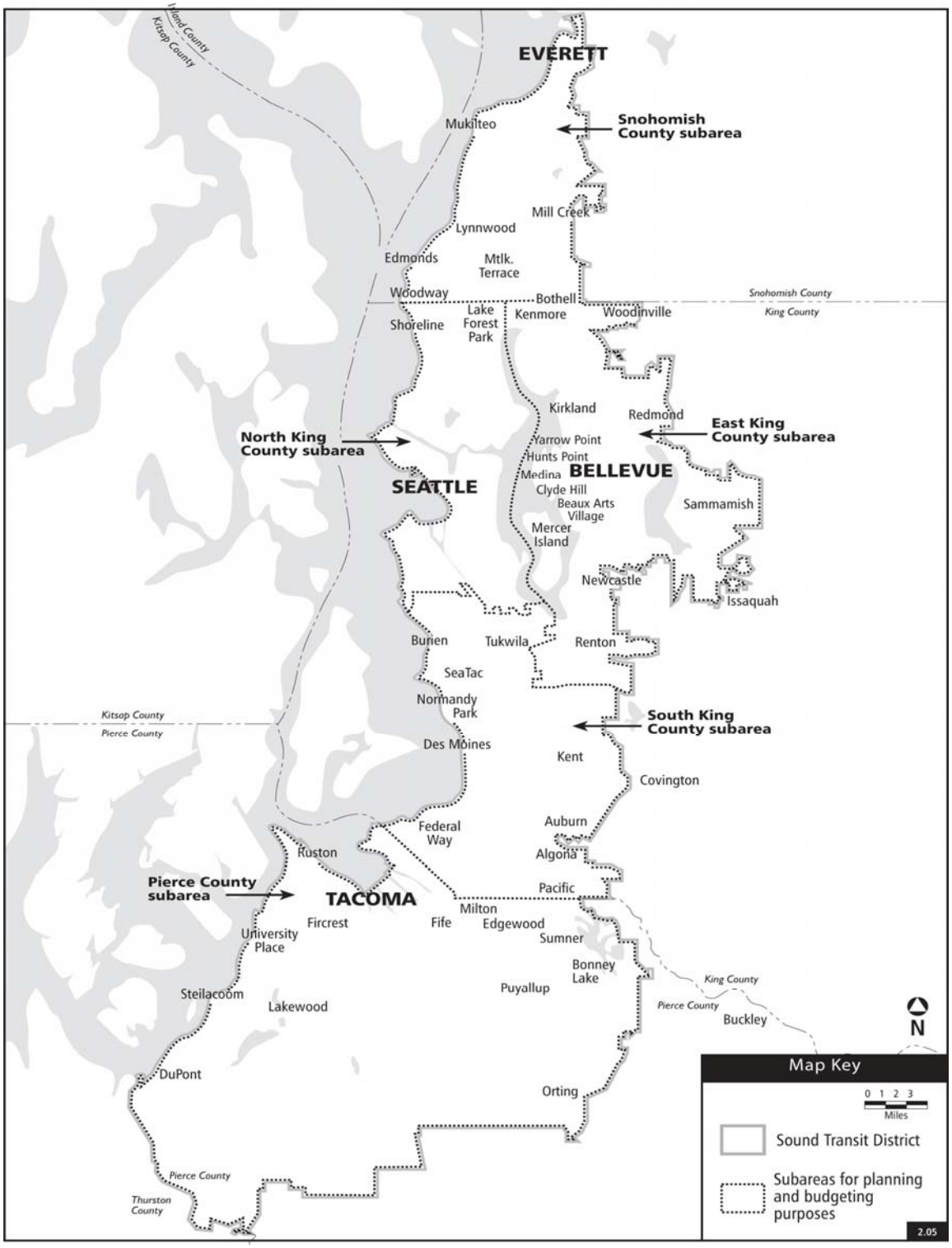
The Sound Transit District:

- Shows the area where high-capacity transit services will be added to our transportation system.
- Establishes representation on the Sound Transit Board as prescribed by state law.
- Shows the area in which local taxes authorized by voters to help finance *Sound Move* will be collected.
- Demonstrates how regional services and facilities can support growth management goals and proposed land use plans.

Effective January 1, 1999, the Sound Transit Board approved the withdrawal of approximately half of the city of Covington from the Sound Transit District. Effective January 1, 2002, the

Issaquah Highlands area of the city of Issaquah was annexed into the Sound Transit District. On June 13, 2002, the Sound Transit Board authorized changes to the existing agency's narrative boundary description. The changes include the annexed Issaquah Highlands area and replace references to precinct boundaries and city limit lines with geographical landmarks or references based on the public land survey system.

SOUND TRANSIT DISTRICT



Sound Transit District Subareas

The Sound Transit District is divided into five geographic subareas for planning and budgeting purposes. The system components in *Sound Move* address unique needs in each of these subareas. Local tax revenues and related debt for projects and services are utilized to benefit the subareas generally in proportion to the level of revenues each subarea generates.

Snohomish County: The Snohomish County subarea of the Sound Transit District includes the cities of Brier, Edmonds, Everett, Lynnwood, Mill Creek, Mountlake Terrace, Mukilteo and Woodway. In 2006, the Snohomish County subarea had an estimated population of 397,000 residents, accounting for 59 percent of the Snohomish County population.

North King County: The North King County subarea includes the cities of Seattle, Shoreline and Lake Forest Park. In 2006, the North King subarea had an estimated population of 646,000, accounting for 35 percent of King County's entire population.

South King County: The South King County subarea includes the cities of Algona, Auburn, Burien, Des Moines, Federal Way, Kent, Normandy Park, Pacific, SeaTac and Tukwila. Since 1990, this has been the fastest growing area of King County. In 2006, the South King subarea had an estimated population of 483,000 residents, 26 percent of King County's population.

East King County: The East King County subarea includes the cities of Beaux Arts, Bellevue, Bothell, Clyde Hill, Hunts Point, Issaquah, Kenmore, Kirkland, Medina, Mercer Island, Newcastle, Redmond, Renton, Woodinville and Yarrow Point. In 2006, the East King County subarea had an estimated population of 491,000 residents, accounting for 27 percent of King County's population.

Pierce County: The Pierce County subarea of the Sound Transit District includes the cities of Bonney Lake, DuPont, Edgewood, Fife, Fircrest, Lakewood, Milton, Orting, Puyallup, Ruston, Steilacoom, Sumner, Tacoma and University Place. In 2006, the Pierce County subarea had an estimated population of 650,000 residents, accounting for 84 percent of the Pierce County population.

Sound Transit Board of Directors

Sound Transit is governed by an 18-member board made up of 17 elected officials and the Washington State Department of Transportation (WSDOT) secretary. The local elected officials include mayors, city councilmembers, county executives and county councilmembers from within the Sound Transit District. Each county is represented by one boardmember per 145,000 people living within that county. Boardmembers from each county are appointed by their respective county executive and confirmed by their county council. The appointment process includes consultation with local cities and towns.

By state law, appointments must include an elected city official representing the largest city in the participating county and proportional representation from other cities and unincorporated areas. To help assure coordination between local and regional transit plans, half the appointments in each county must be officials who serve on the local transit agency board.

Sound Transit boardmembers elect the board officers, including a chair and two vice chairs, every two years. The chair presides over all board meetings and is also a voting member. Additional information on the Sound Transit Board—including its structure, meeting schedules and locations, standing committees and actions—can be accessed at the Sound Transit Web site at www.soundtransit.org.

All board sessions are open to the public, and comments are invited.

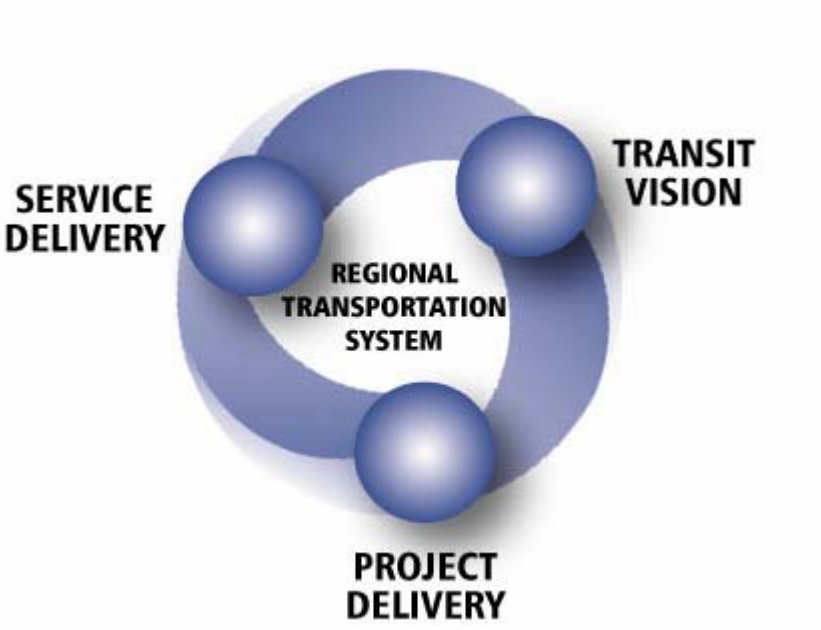
Management Organization

Sound Transit's management organization is designed to ensure achievement of Sound Transit Board's mission, goals and measures of success, and to reflect the agency's partnerships with its citizens, customers and communities. Sound Transit's management organization is shown in the following organizational chart.

The Chief Executive Officer reorganized the agency announced October 1, 2006. Passenger operations for Link light rail, Sounder commuter rail and Regional Express bus are managed by the Transportation Services Department. Major capital projects are organized within two departments: Link light rail and Capital Projects, which manages the Sounder commuter rail and Regional Express bus capital programs. Long-range regional transit planning, Board Administration, and Governmental Relations are managed by the Policy, Planning and Public Affairs Department. The remainder of the agency's departments (Legal, Executive, Finance and Information Technology, and Corporate Services) supports the three core activities.

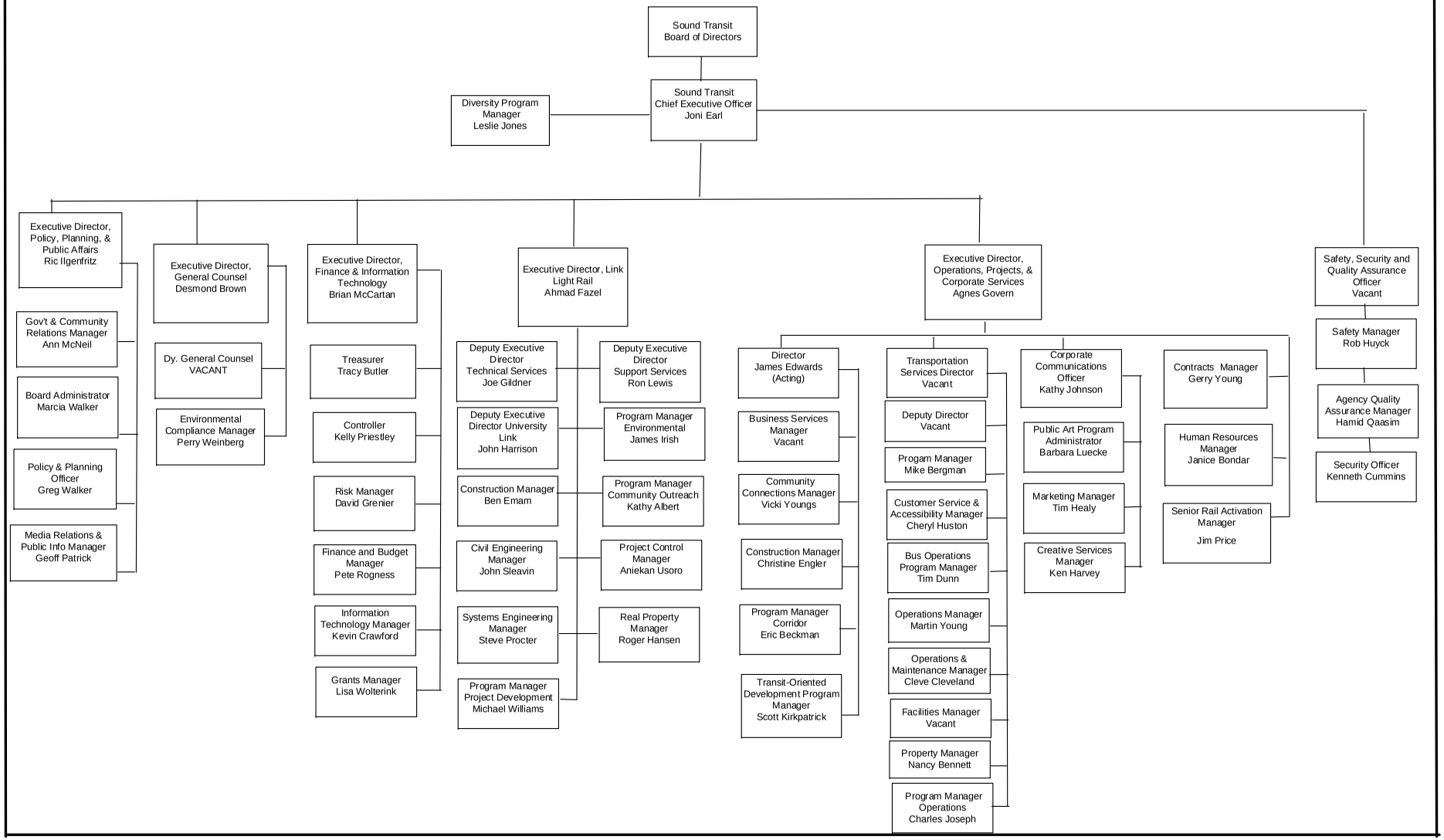
In Mid-2007 the Chief Executive Officer reorganized Safety, Security, and Quality Assurance programs into the Executive Department reporting directly to the Chief Executive Officer. In this document, the Adopted 2007 Budget figures have been transferred to reflect these changes.

SOUND TRANSIT
STRATEGIC FOCUS



SOUNDTRANSIT

Sound Transit Management Organization


Sound Transit Board of Directors
Sound Transit Chief Executive Officer Joni Earl
Diversity Program Manager Leslie Jones
Executive Director, Policy, Planning, & Public Affairs Ric Ilgenfritz
Gov't & Community Relations Manager Ann McNeil
Board Administrator Marcia Walker
Policy & Planning Officer Greg Walker
Media Relations & Public Info Manager Geoff Patrick
Executive Director, General Counsel Desmond Brown
Dy. General Counsel VACANT
Environmental Compliance Manager Perry Weinberg
Executive Director, Finance & Information Technology Brian McCartan
Treasurer Tracy Butler
Controller Kelly Priestley
Risk Manager David Grenier
Finance and Budget Manager Pete Rogness
Information Technology Manager Kevin Crawford
Grants Manager Lisa Wolterink
Executive Director, Link Light Rail Ahmad Fazel
Deputy Executive Director Technical Services Joe Gildner
Deputy Executive Director University Link John Harrison
Construction Manager Ben Emam
Civil Engineering Manager John Sleavin
Systems Engineering Manager Steve Procter
Program Manager Project Development Michael Williams
Deputy Executive Director Support Services Ron Lewis
Program Manager Environmental James Irish
Program Manager Community Outreach Kathy Albert
Project Control Manager Aniekan Usoro
Real Property Manager Roger Hansen
Executive Director, Operations, Projects, & Corporate Services Agnes Govern
Director James Edwards (Acting)
Business Services Manager Vacant
Community Connections Manager Vicki Youngs
Construction Manager Christine Engler
Program Manager Corridor Eric Beckman
Transit-Oriented Development Program Manager Scott Kirkpatrick
Transportation Services Director Vacant
Deputy Director Vacant
Progam Manager Mike Bergman
Customer Service & Accessibility Manager Cheryl Huston
Bus Operations Program Manager Tim Dunn
Operations Manager Martin Young
Operations & Maintenance Manager Cleve Cleveland
Facilities Manager Vacant
Property Manager Nancy Bennett
Program Manager Operations Charles Joseph
Corporate Communications Officer Kathy Johnson
Public Art Program Administrator Barbara Luecke
Marketing Manager Tim Healy
Creative Services Manager Ken Harvey
Contracts Manager Gerry Young
Human Resources Manager Janice Bondar
Senior Rail Activation Manager Jim Price
Safety, Security and Quality Assurance Officer Vacant
Safety Manager Rob Huyck
Agency Quality Assurance Manager Hamid Qaasim
Security Officer Kenneth Cummins

Citizen Oversight Panel

The Sound Transit Board's commitment to public accountability is a significant theme in the policies that frame *Sound Move*. During the first quarter of 1997, the Sound Transit Board appointed members to the first Citizen Oversight Panel (COP). The provision for and commitment to a COP is contained in the agency's proposed financial policies ["Public Accountability" (*Sound Move* financial policies, May 31, 1996, p. B7)]:

"To insure that the 10-year construction program development and implementation occurs within the framework and intent of these policies, Sound Transit will:

(a) conduct an annual comprehensive performance audit through independent audit services;

(b) appoint and maintain for the 10-year construction period a COP, charged with an annual review of Sound Transit's performance audit and financial plan, for reporting and recommendations to the Sound Transit Board."

Citizen Oversight Panel's mission

As an independent body, the COP reviews Sound Transit's performance toward achieving its commitments to the public and provides recommendations regarding its performance. The COP's responsibility is to provide the Sound Transit Board and the public with a regular report card.

Members of COP

Patsy Tsui Bonincontri
Richard U. Chapin
Aubrey Davis
Robert M. Goldstein
Donald L. Green
Miriam Helgeland
Robert B. Hitchcock
Bill LaBorde
Paul W. Masten
Karen Miller, Chair
David A. Russell, Ph.D.
Paul J. Wiesner, MD

Areas of Responsibility

The COP monitors and provides recommendations concerning Sound Transit's performance in meeting its public commitments in the following policy areas:

- Public participation in plan implementation.
- Evaluation of project alternatives and recommendations.
- Management of annual capital/operating budgets and finance plan.
- Regional fund management.
- Equity, subarea budgets, and financial reporting.
- Adherence to project schedules and budgets.

Reports on Sound Transit Performance

The COP has delivered sixteen semi-annual reports. In May 2005, the COP also delivered a *Sound Move* Year 8 Review on Sound Transit's performance in meeting its commitments to the public since the 1997 Midyear COP Report. All COP performance reports can be accessed on the Sound Transit Web site at http://www.soundtransit.org/x2199.xml.

Basis of Accounting

Sound Transit maintains its accounts and prepares its financial statements using the economic resources measurement focus and accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America and methods prescribed by the State Auditor. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. All applicable GASB pronouncements, as well as all Financial Accounting Standards Board (FASB) statements and interpretations are applied, except for those FASB statements and interpretations that contradict GASB pronouncements.

Information presented in the budget is presented in accordance with this basis of accounting. Tax revenues are reflected when the underlying transaction upon which the tax is imposed is expected to occur, operating revenues in the period for which services are provided and earned, and expenses in the period when incurred. Expenditures on capital outlays are capitalized as '*capital assets*' when the costs have been incurred. The costs of these assets are then depreciated over the estimated useful life of the asset beginning when the asset has been put into use. Capital assets whose ownership is not retained by Sound Transit and transferred to another governmental entity pursuant to an interlocal agreement, are expensed as a 'contribution to other governments' upon completion.

Financial Policies

The framework for implementing *Sound Move* includes the proposed financial policies that shape Sound Transit's budgetary process. The financial policies are important tools to Sound Transit to ensure that *Sound Move* is implemented on time and within budget and that agency principles and commitments to the public are met.

These policies, adopted under Resolution No. 72-1, provide:

Subarea equity: Local taxes are to be invested where they are raised. Budgets for each of the five subareas, including the subarea's projected share of local taxes, borrowed funds, federal grants, farebox revenues and related expenses, will be monitored and adjusted on an annual basis to ensure that an equitable distribution of revenues is maintained (see Budget Summary section for current subarea spending plans).

Regional Fund: A Regional Fund has been established and funded through local taxes to pay for systemwide elements of *Sound Move*. These elements include the integrated fare policy that creates a seamless system, innovative technologies, acquisition of certain properties as an authorized use of the Regional Fund Contingency to preserve right-of-way, and planning for any future capital investments that will be placed before the region's voters. Sound Transit Administration costs, not associated with capital or transit operations, are also covered under the Regional Fund. This funding is drawn from an equal percentage of local tax revenues contributed by each of the five subareas plus interest earnings.

Conservative use of debt: Sound Transit is committed to placing limits on its use of long-term debt. These policies establish the conservative approach Sound Transit will use to calculate the cash flow available to service debt, set a debt service coverage ratio policy, and reserve a portion of Sound Transit's debt financing capacity to provide a future potential funding source for unforeseen circumstances.

Public accountability: Sound Transit has hired independent auditors and has appointed a Citizen Oversight Panel to monitor Sound Transit performance in carrying out its public commitments.

Also, the state auditor and the Performance Audit committee provide additional oversight and accountability for the agency.

System expansion or tax rollback: Any second-phase capital program that continues local taxes for financing will require voter approval within the Sound Transit District. If voters decide not to extend the system, Sound Transit will roll back the tax rate to a level sufficient to pay off the outstanding bonds and operate and maintain *Sound Move* investments.

Financial Plan

Sound Transit maintains a 25-year financial model that projects the total revenues and costs of *Sound Move*. The model is used to verify the long-term financial viability of the program and confirm the maintenance of subarea equity.

The financial model forecasts operating costs, capital outlays, revenues, bonding, debt service, and reserves from 1997 through 2040. The agency updates the Financial Plan each year with the latest grant and revenue and inflation forecasts, and capital and operating budget data. The plan is reviewed, but not proposed, by the board each year and is available to the public on request.

How to Read the Budget

Overall, the Proposed 2008 budget is organized into six main sections:

Overview: This piece provides background on Sound Transit and its financial structure and a summary of the Proposed 2008 Budget.

Transit Vision: This section includes a detailed annual budget for projects relating to the vision for expanding the transit system and communicating that vision to the public.

Service Delivery: This section provides detailed annual budgets for the operation of Sounder commuter rail, Tacoma Link light rail and Regional Express bus service and associated capital outlays.

Project Delivery: This section includes an overview of the agency's capital program for Link light rail, Sounder commuter rail and Regional Express projects. The section also includes a six-year capital plan with a detailed annual cash flow for each capital project. A risk assessment for each project identifies factors that could have budget and schedule implications.

Agency Operations: This section details the 2008 staff operating budgets and 2008 performance management scorecards for each Sound Transit department. This section also includes other operating costs, such as debt service and the costs of the transit oriented development program, the Community Development Fund, the ST*art* Program and Non-capitalizable costs.

Appendix: This section includes further detailed information to provide the reader with additional background on the agency and the budget.

Sound Transit Revenue and Expense Summary

I. REVENUES & OTHER FINANCING SOURCES

	2006 Actual Revenues	Adopted 2007 Budget	2007 Estimated Actuals	**Proposed 2008 Budget**
Retail Sales and Use Tax	$259,164,082	$269,574,268	$270,662,027	**$286,195,724**
Motor Vehicle Excise Tax & Car Rental Tax	72,629,815	73,269,628	74,874,642	**77,149,820**
Federal Grants	130,445,605	83,833,250	97,268,895	**103,500,000**
Farebox Revenue	18,051,544	16,886,644	18,367,067	**19,913,867**
Interest Earnings	37,324,273	12,026,897	12,026,897	**8,241,023**
Miscellaneous Revenue [1]	17,521,990	13,264,098	3,712,322	**5,611,234**
Bond Proceeds	-	-	300,000,000	**-**
TOTAL REVENUES & OTHER FINANCING SOURCES	**$535,137,309**	**$468,854,785**	**$776,911,850**	**$500,611,668**

II. EXPENSES AND OUTLAYS

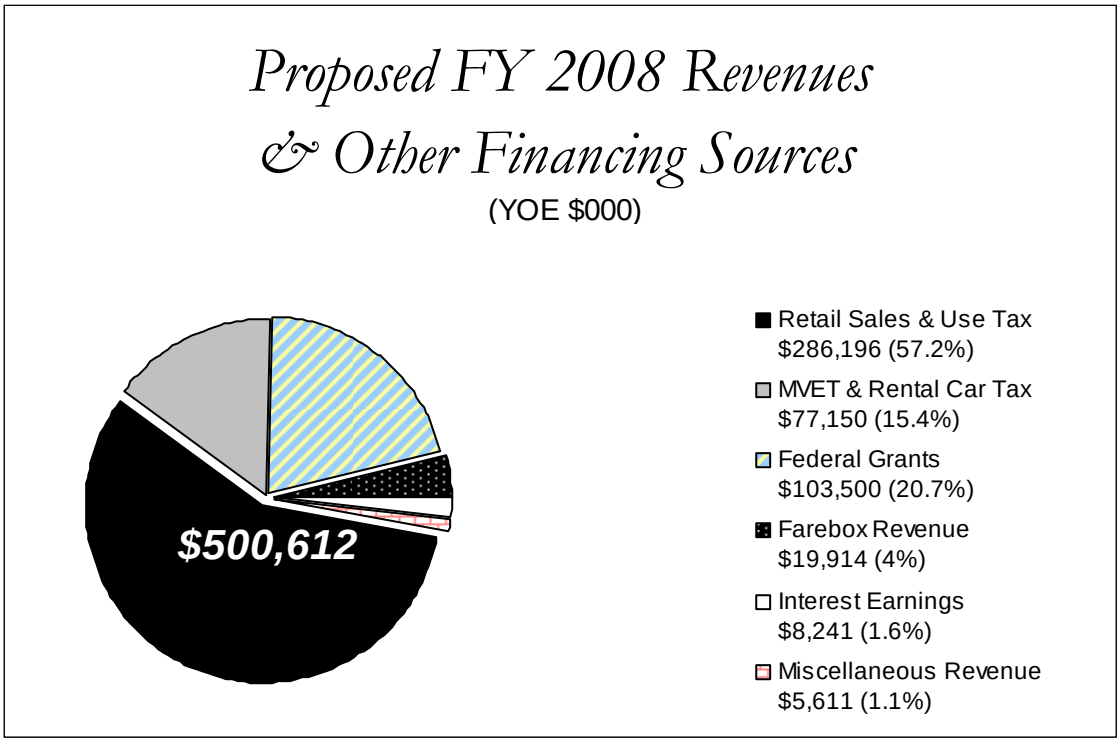
	2006 Actual Expenses	Adopted 2007 Budget	2007 Estimated Actuals	**Proposed 2008 Budget**
OPERATING BUDGET				
Staff Operating Budget	48,891,077	57,288,696	52,096,649.00	**60,151,776**
less: Allocation to Capital	(23,388,374)	(28,176,152)	(25,054,384)	**(31,067,260)**
less: Allocation to Tr. Ops & Op Projs.	(6,491,816)	(7,579,040)	(7,091,914)	**(7,283,281)**
Transit Operations & Allocs.	120,135,191	146,256,513	135,100,519	**153,458,377**
Op. Projects, Interest & Allocs.	51,289,263	116,380,335	76,893,855	**68,439,885**
Total Operating Budget	***190,435,341***	***284,170,352***	***239,999,852***	***243,699,496***
Adjustment for Non-cash Items	(71,259,134)	(121,156,667)	(84,202,600)	**(79,885,114)**
TOTAL NET OPER. BUDGET	***119,176,207***	***163,013,685***	***155,797,252***	***163,814,382***
		162,893,225	120,460	
CAPITAL PLAN				
Capital Outlays	637,515,080	800,911,390	788,989,545	**567,925,226**
Capital Replacement		22,964,000		**22,244,940**
Adminsitrative Capital Outlays	901,380	1,300,000	733,083	**1,227,000**
Costs Allocated to Capital	23,388,374	28,176,152	25,054,384	**31,067,260**
Capitalized Interest	36,642,243	36,868,527	36,868,527	**34,464,222**
TOTAL CAPITAL OUTLAYS	***698,447,077***	***890,220,069***	***851,645,539***	***656,928,647***
TOTAL OPERATING BUDGET AND CAPITAL OUTLAYS	**$817,623,284**	**$1,053,233,754**	**$1,007,442,791**	**$820,743,029**

Notes

1. Includes contributions from local jurisdictions, REX advertising revenues, and rental income from Sound Transit properties.

REVENUE SUMMARY

Sound Transit will collect an estimated $500.6 million in revenues and other financing sources in 2008. Total 2008 tax revenues include $286.2 million in Retail Sales and Use Tax revenue and $77.2 million in Motor Vehicle Excise Tax (MVET) and Rental Car Tax revenues. In 2008, Sound Transit anticipates receiving $103.5 million in federal grant drawdowns, $19.9 million in farebox revenues, $8.2 million in interest earnings on cash and investments, and $5.6 million in miscellaneous revenues which includes contributions from local jurisdictions, Regional Express advertising revenues, and rental income from Sound Transit properties. The Proposed 2008 Budget anticipates the issuance of bonds in late 2007.



Revenues and Financing Sources

Retail sales and use tax

In 2008, Sound Transit is anticipating to receive $286.2 million in Retail Sales and Use Tax revenue. Sound Transit collects 4/10 of one percent Retail Sales and Use Tax on transactions in the Sound Transit District. The Retail Sales and Use Tax is imposed on the sale of most goods and certain services in the district. The tax is collected by businesses, which then remit the tax to the state. This tax is both a sales tax and a use tax, with the use tax collections amounting to about eight percent of the total taxes collected. The use tax is levied on items purchased out of state but used in state and on other items for which sales tax has not been paid. The tax is collected by the state Department of Revenue and remitted to Sound Transit through the Office of the State Treasurer.

Motor Vehicle Excise Tax

Sound Transit is expecting to receive $74.9 million in Motor Vehicle Excise Tax revenue for 2008. Sound Transit collects 3/10 of one percent Motor Vehicle Excise Tax. The Motor Vehicle Excise Tax is a tax levied on the value of motor vehicles and collected at the time of vehicle licensing. The tax is collected by the state Department of Licensing and remitted to Sound Transit through the Office of the State Treasurer.

Rental Car Tax

Rental Car Tax revenues for 2008 are anticipated to be $2.2 million. Sound Transit collects 8/10 of one percent Rental Car Tax, levied on the rental value of vehicles. The tax is collected by businesses and remitted to the state Department of Revenue. The Department of Revenue disburses the proceeds to Sound Transit through the Office of the State Treasurer.

Federal Grant Funding Program

Grant Assumptions in 2008 Financial Plan: The Financial Plan assumes a total of $1.9 billion in grant awards for Sound Move projects through 2016. The $1.9 billion includes: $500 million for the Link Initial Segment, $762 million for University Link, $48.5 million for Airport Link, $432.7 million for Sounder and Regional Express and $180.4 million of FTA formula funds assumed for preventative maintenance for all modes.

For University Link, the $762 million grant assumption consists of $750 million of section 5309 New Starts funds under a Full Funding Grant Agreement (FFGA), $9 million of Congestion Mitigation/Air Quality (CMAQ) funds and $3 million of Section 5309 Fixed Guideway funds. The CMAQ and section 5309 Fixed Guideway funds have already been secured for years 2008-2010. The University Link FFGA is assumed to receive annual appropriations between 2008 through 2016, totaling $750 million.

Federal funding will be secured through conventional Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) programs currently authorized under the Safe, Accountable, Flexible, Efficient Transportation Efficiency Act: A Legacy for Users (SAFETEA-LU) and future authorizations. Funding will be secured through both congressional appropriations and regional/national grant competitions. Grant funding assumptions by source are shown in Table 8 below.

Table 8

Federal Funding Assumptions (Including University Link)

Funding Category	Funding in Millions
Section 5309 New Starts (FTA Discretionary)	$1.370
Section 5307 Formula (FTA Competitive)	$366
Surface Transportation Program (FHWA Urban Competitive)	$67
Congestion Mitigation Air Quality (FHWA Competitive)	$43
Section 5309 Bus (FTA Discretionary)	$34
State	$24
Miscellaneous Competitive	$12
Surface Transportation Program (FHWA Railroad Crossing Comp.)	$8
Total	**$1.924**

Results

To date, Sound Transit has been awarded $871 million, or 45 percent of the total projected federal funding. Funding has been secured through congressional appropriations and regional, state and national competitions. Funding has been secured across all funding sources and modes:

- $280 million for Sounder Commuter Rail rolling stock, track and signal work, railroad crossings, equipment, right-of-way and station construction.
- $455 million for the preliminary engineering, final design, right-of-way acquisition and construction of the Initial Segment and Airport Link. University Link has received federal funding for the right of way phase.
- $135 million for Regional Express rolling stock, transit centers, park-and-rides, and direct access ramps

2008 Grant Award Projections: In 2008, Sound Transit is estimated to receive $125 million in grant awards. Of this amount, $70 million is the 2008 appropriation for Link, which is consistent with the schedule of federal funds in the Full Funding Grant Agreement.

2008 Grant Drawdown Projections: Grant drawdowns represent actual grant funds received from grant awards based on eligible expenditures occurring in the program. Generally, there is a time lag between the grant awards and the grant drawdowns, so the annual grant award estimate will not match the grant drawdown estimate. The time lag between the grant awards and the grant drawdowns varies in relation to when the FTA annual apportionments are published in the Federal Register, the time for FTA grant processing and when actual spending occurs on Sound Transit grant funded projects. In 2008, the budget for grant drawdowns is $103.5 million, which matches the finance plan forecast.

Farebox Revenues

The Proposed 2008 Budget of $19.9 million includes approximately $13.7 million in farebox revenues from the ST Express bus service and $6.2 million from the Sounder commuter rail service. The Sounder fare structure was changed in June 2007 to be distance-based, whereby a distance based charge was added to a nominal base rate. The change yielded projected increases in revenues of approximately 10%. In projecting fare revenues over the long run, it is generally assumed that present transit fares continue with fare increases matching only inflation rates; the Proposed 2008 Budget does not assume any fare increases. Annual fare revenue is projected to

amount to at least $33 million following the complete implementation of the regional transit system for all modes of transit.

The fare revenue forecast was built on the assumption of an average fare per boarding of $3.15 for Sounder commuter rail service and $1.27 for ST Express bus service. Factors influencing the average fare per boarding include the base fare, the average number of zones traveled for ST Express or distance traveled for Sounder, the amount of institutional purchases of Puget Passes, and the amount of fare evasion.

Interest Earnings

In 2008, Sound Transit will earn an estimated $8.2 million in interest on its investments (on an accrual basis). On October 28, 2004, the Sound Transit Board adopted resolution R2004-14 that adopted an Asset Liability Management Framework to synchronize the management of the agency's investments and debt on a consolidated basis. This policy superseded Resolution No. 97 and includes four distinct but coordinated policies: Asset Liability Management, Investment, Debt Management and Debt Swap. The overall 2007 effective budgeted interest rate on Sound Transit's investments is 2.25 percent.

Miscellaneous Revenue

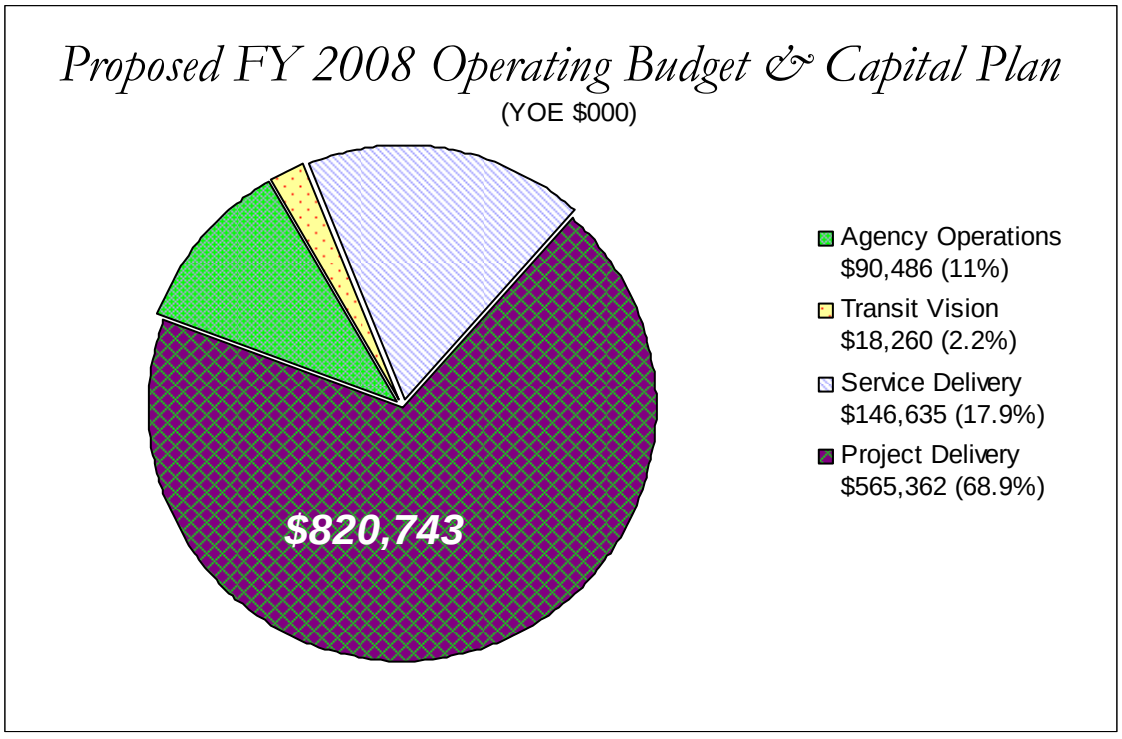
The agency expects to receive a variety of miscellaneous revenue totaling $5.6 million in 2008. Primarily, these revenues include advertising on Sounder cars and Sound Transit buses along with rental income from Sound Transit properties. The agency will also receive some other miscellaneous payments and contributions from other government or private parties to Sound Transit capital projects. In the budget these revenues are reported on a consolidated basis for the agency.

Proposed 2008 Budget Summary

The Proposed 2008 Budget represents the eleventh full year of Sound Transit's *Sound Move*. It contains the agency's 2008 operating and capital budgets, a Phase 1 capital spending plan, as well as a 6-year rolling forecast for Service Delivery. Sound Transit uses the January-to-December calendar year for its budget and fiscal year. The total budgeted operating and capital plan for fiscal year 2008 is $820.7 million.

Sound Transit's Proposed 2008 Budget is organized according to its strategic focus: Transit Vision, Service Delivery, Project Delivery and Agency Operations. As detailed in the budget information above, each of these components has an annual operating expense, an annual capital expenditure, and a long-term capital plan. The following information summarizes the Proposed 2008 Budget by total operating and total capital expenses, regardless of the program area in which it is contained.

The agency maintains a lifetime capital plan, which records historic spending since 1997 and forecasts all capital outlays through 2009. Summaries of the agency's capital budget are presented below and each individual project capital plan is presented in subsequent chapters of the Proposed 2008 Budget. For Service Delivery, to reflect the fact that Sound Transit is now out of the start-up mode, the budget forecasts will no longer only report on a 1997-2009 basis but will also show a six-year rolling forecast of expenses for each mode. This treatment is more in line with other transit properties and provides a more accurate picture of ongoing operations.



Sound Transit Budget Overview
2008 Budget Summary

	2008 Operating Budget	2008 Capital Budget	Lifetime Capital Budget	6 year rolling forecast (2007-2012)
Transit Vision	**$ 16,780,231**	**$ 1,479,854**	**$ 13,303,955**	**N/A**
Service Delivery				
Link Light Rail	$ 3,815,573	$ -	$ -	$ 212,229,401
Sounder commuter rail	32,292,191	-	-	224,827,143
Regional Express bus	80,268,951	-	-	560,025,706
Mobility Initiative Program	1,189,753	-	-	7,911,497
Service Delivery Capital	-	29,068,801	$ 242,028,184	126,340,086
Subtotal	**$ 117,566,468**	**$ 29,068,801**	**$ 242,028,184**	**$ 1,131,333,832**
Project Delivery				
Link light rail	-	442,185,958	4,107,234,744	-
Sounder commuter rail	-	65,862,500	1,214,980,345	-
Regional Express bus	-	57,313,289	785,241,557	-
Subtotal	**$ -**	**$ 565,361,748**	**$ 6,107,456,647**	**N/A**
Agency Operations				
Net Staff Operations	19,675,927	-	-	-
Community Development Fund	700,000	-	-	-
ST*art*	412,299	2,204,790	16,318,123	-
Research & Technology	150,874	877,294	6,385,061	
Transit Oriented Development	200,000	-	100,000	-
Capital Replacement		22,244,940	375,236,300	-
Administrative Capital	-	1,227,000	23,577,986	-
Net Non-capitalizable costs	6,514,678	-	-	-
Debt Service	1,813,906	34,464,222	-	-
Subtotal	**$ 29,467,684**	**$ 61,018,246**	**$ 421,617,471**	**N/A**
Total	***$ 163,814,382***	***$ 656,928,648***	***$ 6,784,406,257***	***$ 1,131,333,832***

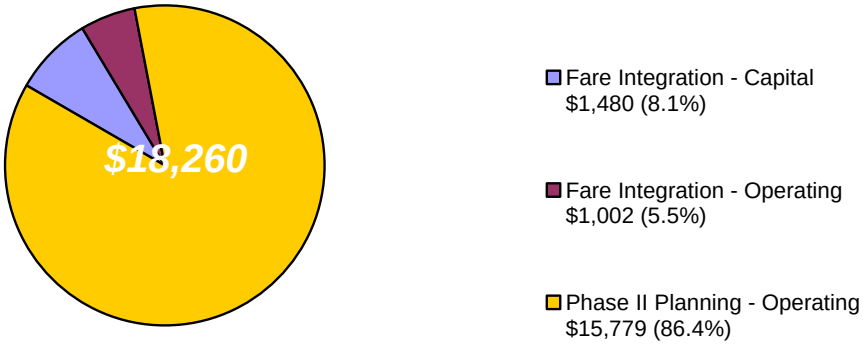
Transit Vision

Transit Vision consolidates the agency's activities that are related to the development and communication of a long-term plan for regional transit within the Puget Sound region. The program manages the Fare Integration project to implement a seamless system of regional fare media and policies and continues to work on long-range and ST2 planning for the agency.

The Proposed 2008 Budget of $18.3 million for Transit Vision programs is $16.8 million in operating expenses and $1.5 million in capital expenditures. The Proposed lifetime budget of $98.7 million for this program is $85.4 million in operating expenses and $13.3 million in capital expenditures. The Transit Vision lifetime budget was reduced by $12.8 million due to the transfer of the Research and Technology project to the Finance and Information Technology Department.

Proposed FY 2008 Transit Vision Budget

(YOE $000)



Transit Vision Budget

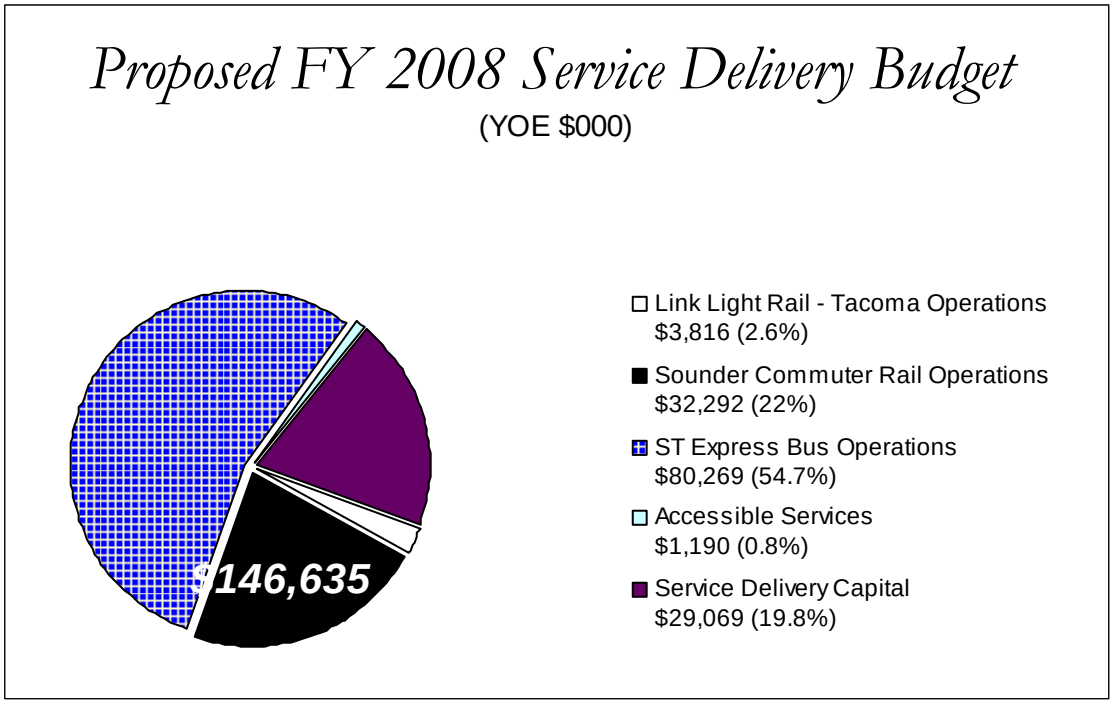
2008 Budget Summary

	Proposed 2008 Budget	Proposed 1997-2016 Budget
Capital Budget		
Fare Integration	$ 1,479,854	$ 13,303,955
Subtotal	**$ 1,479,854**	**$ 13,303,955**
Operating Budget		
Fare Integration	$ 1,001,577	$ 29,235,997
Phase II Planning	15,778,654	56,168,000
Subtotal	**$ 16,780,231**	**$ 85,403,997**
Total Spending		
Fare Integration	$ 2,481,431	$ 42,539,952
Phase II Planning	15,778,654	56,168,000
Total	***$ 18,260,084***	***$ 98,707,952***

SERVICE DELIVERY

The Transportation Services Department combines the planning, scheduling and operations for Sounder commuter rail, ST Express regional bus, and Central Link and Tacoma Link light rail. The department also includes customer service, facility maintenance, regionwide signage and wayfinding programs, and the Mobility Initiative Program.

The Proposed 2008 Budget for Service Delivery is $146.6 million, of which $117.6 million is for expenses for operations and $29.1 million is for Service Delivery capital. Operational expenses are divided between the agency's three modal services: $3.8 million for Tacoma Link operations, $32.3 million for Sounder, and $80.3 million for ST Express (not including depreciation), along with $1.2 million for Accessible Services, which supports all three modes of operations. The budget for operational expenses represents a $10.3 million, or 9.6 % increase from the Adopted 2007 Budget. This increase reflects increased services for both Sounder and ST Express. More information on transit operations budgets is provided in the Service Delivery section of the budget.



Reconciliation of Service Delivery Budget Summary

(in YOE $000s)

Budget	Proposed Budget 2008 Transit Operations	Depreciation	Total Service Delivery
Operating Budget			
Link Light Rail	$ 3,816	$ 2,882	$ 6,697
Sounder Commuter Rail	32,292	18,199	50,492
ST Express Bus	80,269	14,811	95,080
Subtotal	**$ 116,377**	**$ 35,892**	**$ 152,269**
Accessible Services	1,190	-	1,190
Subtotal	**$ 117,566**	**$ 35,892**	**$ 153,458**
Capital Budget	**$ 29,069**	**$ -**	**$ 29,069**
Total Budget	***$ 146,635***	***$ 35,892***	***$ 182,527***

Service Delivery Budget Summary

2008 Budget Summary by Subarea

(in YOE $000s)

Subarea	Proposed 2008 Budget	Proposed 1997-2009 Budget	6-year rolling forecast (2008-2013)
Operating Budget			
Snohomish County	$ 18,212	$ 118,961	$ 126,964
North King County	-	13,020	126,724
South King County	22,283	167,844	210,884
East King County	42,636	278,794	275,874
Pierce County	34,436	255,485	264,548
Subtotal	**$ 117,566**	**$ 834,104**	**$ 1,004,994**
Capital Budget			
Snohomish County	$ 5,769	$ 19,305	$ 27,579
South King County	3,661	17,521	9,724
East King County	3,026	52,001	48,118
Pierce County	16,612	60,129	40,919
Subtotal	**$ 29,069**	**$ 148,956**	**$ 126,340**
Total Budget	***$ 146,635***	***$ 983,060***	***$ 1,131,334***

* These figures include contingency but do not include depreciation costs.

* The 6-year rolling forecast excludes expenditures from 1997-2006.

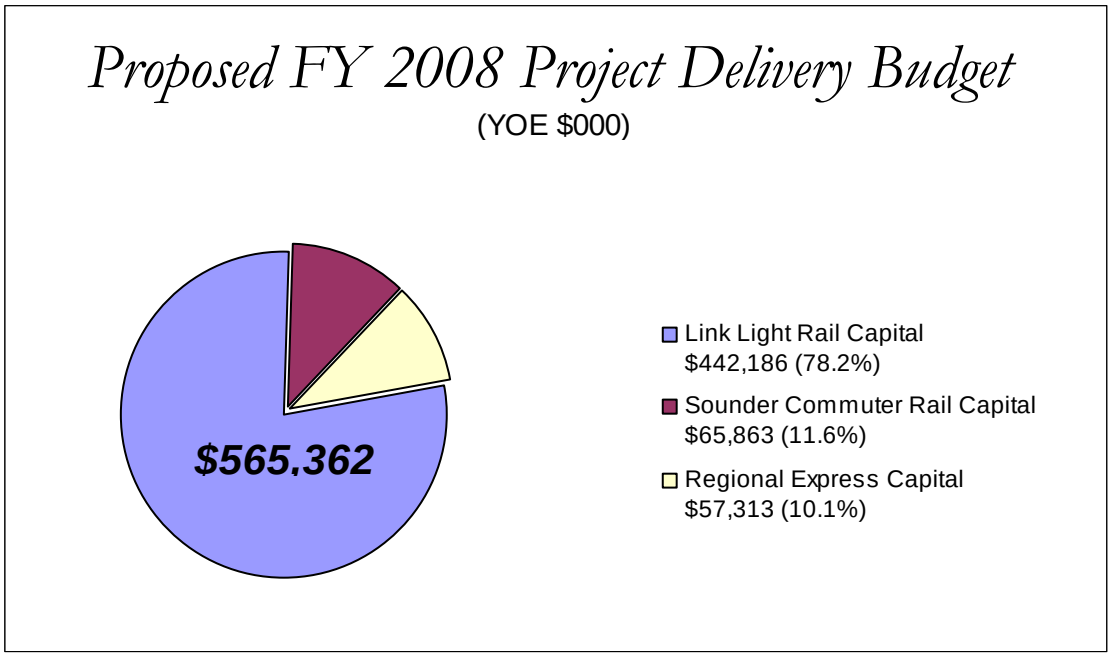
* Capital budget reflects expenditures through 2013.

* Link Light Rail includes Tacoma Link and Central Link operations only. Capital costs are included in the Project Delivery Section.

PROJECT DELIVERY

Sound Move included the development of a system of new regional public transit assets. The design and construction of these assets are grouped under Project Delivery. These include the Sounder commuter rail and Regional Express HOV and Community Connection projects, and Link light rail. The Proposed 2008 Budget includes $565.4 million capital expenditures in 2008. The Proposed 2008 spending plan represents a $251.6 million decrease from 2007 activity for these capital programs.

The Proposed 2008 Budget also contains Sound Transit's $6.1 billion lifetime capital spending plan (1997-2016) that presents detailed expenses on capital assets for each project in the three capital programs.

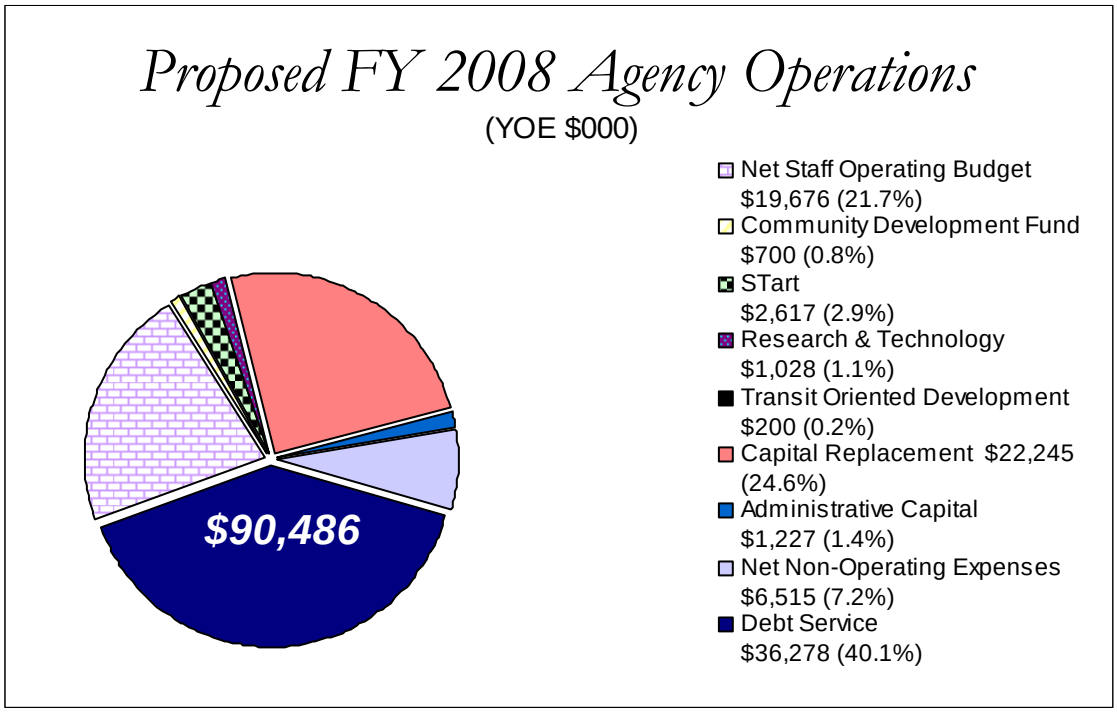


Project Delivery
2008 Capital Budget Summary

	Proposed 2008 Budget	Proposed 1997-2016 Budget
Link light rail	$ 442,185,958	$ 4,107,234,744
Sounder commuter rail	65,862,500	1,214,980,345
Regional Express bus	57,313,289	785,241,557
Total	***$ 565,361,748***	***$ 6,107,456,647***

AGENCY OPERATIONS

The Proposed 2008 Budget contains $29.5 million in operating expenses and $61.0 million in capital outlays related to staff operations, debt service, the Community Development Fund, public art (ST*art*), Research & Technology, Transit Oriented Development, Capital Replacement, and other miscellaneous expenses.


Proposed FY 2008 Agency Operations
(YOE $000)
$90,486
Net Staff Operating Budget $19,676 (21.7%)
Community Development Fund $700 (0.8%)
STart $2,617 (2.9%)
Research & Technology $1,028 (1.1%)
Transit Oriented Development $200 (0.2%)
Capital Replacement $22,245 (24.6%)
Administrative Capital $1,227 (1.4%)
Net Non-Operating Expenses $6,515 (7.2%)
Debt Service $36,278 (40.1%)

Agency Operations
2008 Budget Summary

	2008 Operating Budget	2008 Capital Budget	Total
Net Staff Operations	$ 19,675,927	$ -	$ 19,675,927
Community Development Fund	700,000	-	700,000
ST*art*	412,299	2,204,789	2,617,088
Research & Technology	150,874	877,294	1,028,168
Transit Oriented Development	200,000	-	200,000
Capital Replacement		22,244,940	22,244,940
Administrative Capital	-	1,227,000	1,227,000
Net Non-Operating Expenses	6,514,678	-	6,514,678
Debt Service	1,813,906	34,464,222	36,278,128
Total	***$ 29,467,684***	***$ 61,018,245***	***$ 90,485,929***

Staff Operations: Sound Transit employs corporate staff—which administers its programs and services—and operations staff, which is directly involved in transit operations. The costs for corporate employees and associated expenses are captured within the agency's staff budgets, which are detailed by the agency's eight departments. The costs for operations employees are included in the Transportation Services budget and are addressed in the Service Delivery section. The staff costs for the Community Development Fund are also included in the staff operations budget. Sound Transit's staff operating budget, including depreciation, increased from $57.3 million in the Adopted 2007 Budget to $60.2 million in the Proposed 2008 Budget. These costs include salaries and benefits for all agency non-operational employees, materials and supplies, utilities, insurance, depreciation, leases and rentals and other miscellaneous expenses.

ST Staff Operating Budget Change Summary

Department	Current 2007 Budget	Proposed 2008 Budget	$ Change	% Change
Executive	$ 3,080,465	$ 4,591,317	$ 1,510,852	49%
Finance & Information Technology	12,329,278	13,207,939	878,661	7%
Central Costs	4,623,530	3,910,308	(713,222)	-15%
CDF Staff	95,056	88,930	(6,126)	-6%
Legal	2,774,643	2,729,619	(45,024)	-2%
Link	11,650,025	12,708,853	1,058,828	9%
Capital Projects	3,923,025	3,594,881	(328,144)	-8%
Corporate Services	8,399,998	8,918,329	518,331	6%
Transportation Services	5,318,511	5,223,797	(94,714)	-2%
Policy, Planning, and Public Affairs	5,094,164	5,177,802	83,639	2%
Total Staff Operating Budget	57,288,695	60,151,776	2,863,080	5%
Allocation to Capital	(27,819,146)	(31,067,260)	(3,248,113)	12%
Allocation to Transit Services	(7,936,045)	(7,283,281)	652,764	-8%
Depreciation	(2,636,612)	(2,125,308)	511,304	-19%
Net Staff Operating Budget	$18,896,892	$19,675,927	779,035	4%

ST Staff Operating Budget Change Summary

Category	Current 2007 Budget	Proposed 2008 Budget	$ Change	% Change
Salaries & Benefits	$ 37,297,542	$ 40,955,357	$ 3,657,815	10%
Services	9,749,294	9,292,999	(456,296)	-5%
Materials & Supplies	1,545,229	1,244,912	(300,318)	-19%
Miscellaneous Expenses	2,449,567	2,918,941	469,375	19%
Leases & Rentals	2,009,944	1,947,850	(62,094)	-3%
Other Expenses	1,600,509	1,666,410	65,901	4%
Depreciation	2,636,612	2,125,308	(511,304)	-19%
Total Staff Operating Budget	57,288,696	60,151,776	2,863,081	5%
Allocation to Capital	(27,819,146)	(31,067,260)	(3,248,113)	12%
Allocation to Transit Services	(7,936,045)	(7,283,281)	652,764	-8%
Depreciation	(2,636,612)	(2,125,308)	511,304	-19%
Net Staff Operating Budget	18,896,892	19,675,927	779,035	4%

ST Staffing Plan Summary

Department	Adopted 2007 Budget	Current Staffing Plan	Proposed 2008 Budget	Change to Current
Corporate Staff				
Executive	7.00	23.00	29.00	6.00
Finance & Information Technology	64.00	70.00	71.00	1.00
Legal	19.00	18.00	18.00	-
Link	104.00	96.00	102.00	6.00
Capital Projects	36.25	35.25	30.25	(5.00)
Corporate Services	56.75	57.25	57.25	-
Transportation Services	35.60	30.60	30.60	-
Policy, Planning, and Public Affairs	31.25	30.25	30.25	-
Total Corporate Staff	353.85	360.35	368.35	8.00
Operations Staff				
Accessible Services	2.00	2.00	2.33	0.33
Regional Express Bus Operations	2.00	2.00	2.33	0.33
Sounder Commuter Rail Operations	3.00	3.00	4.33	1.33
Tacoma Link Light Rail Operations	17.00	17.00	17.00	-
Total Operations Staff	24.00	24.00	26.00	2.00
Total Sound Transit Staff	377.85	384.35	394.35	10.00

Community Development Fund (CDF): The Sound Transit Board established a $50 million fund to supplement the mitigation of impacts associated with construction and operation of light rail in southeast Seattle. The Proposed 2008 Budget contains $792 thousand of Sound Transit internal expenses for the CDF mitigation payments, advances and administrative costs. The costs of supporting the CDF are included in the agency staff operations budget.

ST*art*: The Sound Transit Board has endorsed a public art program to work with artists, community and project staff to develop art projects for the agency's capital projects to reflect the community's interest and that reflects positively on the agency. The Proposed 2008 ST*art* budget includes $412.3 thousand operating costs and $2.2 million capital costs.

Research and Technology: Research and Technology is a *Sound Move* Phase I project to assess research and implement new transit technologies. The Proposed 2008 Budget for The Research and Technology Project includes $151 thousand operating costs and $877 thousand capital costs.

Transit Oriented Development (TOD): The Sound Transit Board has proposed policies to promote public and private development that supports transit use by emphasizing pedestrian and transit access, clustering development and mixing land uses. These efforts include station area planning and joint development opportunities. The Proposed 2008 Budget for TOD expenses is $200 thousand.

Capital Replacement: The Proposed 2008 Budget contains $22.2 million for contributions to a sinking fund for major maintenance and repair of Sound Transit capital assets. The contributions to the capital replacement reserve are consistent with the agency's long term financial plan and methodologies outlined by the Federal Transit Administration (FTA). In Fall of 2007, staff will present a policy for capital replacement allocation and accounting treatment for the Board's consideration.

Miscellaneous: Agency Operations also includes expenses for administrative capital and non-operational expenses. The Proposed 2008 Budget for these expenditures is $1.2 million and $48.4 million respectively.

Debt Service: In July 2005, Sound Transit had $768.5 million of long-term bonds outstanding, the proceeds of which were used to finance construction of capital projects. In March 2005, the board authorized the sale of $423 million of bonds (Series 2005A). Payment of interest and amortization of issuance costs on the Sound Transit bonds is $36.3 million for 2008.

Sound Transit Lifetime Capital Plan

Adopted 2007 Budget (in $000) by Subarea/Department

Description	2007 Current Budget	2008 Proposed	Change	% Change
Snohomish County				
STart Capital	1,058	1,084	27	2.51%
Sounder	382,725	382,698	-27	-0.01%
Regional Express	157,681	157,681	0	0.00%
Service Delivery Capital	39,494	40,078	584	1.48%
TOD Capital	100	100	0	0.00%
Agency Operations	28,835	79,556	50,721	175.90%
Snohomish County	**609,893**	**661,198**	**51,305**	**8.41%**
North King County				
STart Capital	6,757	6,757	0	0.00%
Light Rail Capital	3,167,781	3,191,948	24,168	0.76%
Agency Operations		35,055		
North King County	**3,174,538**	**3,233,760**	**59,223**	**1.87%**
South King County				
STart Capital	4,319	4,319	0	0.00%
Sounder	360,969	360,969	0	0.00%
Light Rail Capital	859,038	834,871	-24,168	-2.81%
Regional Express	78,733	78,733	0	0.00%
Service Delivery Capital	21,231	22,072	840	3.96%
Agency Operations	0	70,109	70,109	NA
South King County	**1,324,291**	**1,371,072**	**46,781**	**3.53%**
East King County				
STart Capital	2,633	2,633	0	0.00%
Regional Express	528,081	528,081	0	0.00%
Service Delivery Capital	83,912	96,325	12,413	14.79%
Agency Operations	38,840	63,264	24,424	62.88%
East King County	**653,466**	**690,302**	**36,837**	**5.64%**
Pierce County				
STart Capital	1,525	1,525	0	0.00%
Sounder	471,313	471,313	0	0.00%
Light Rail Capital	80,416	80,416	0	0.00%
Regional Express	20,745	20,745	0	0.00%
Service Delivery Capital	73,261	83,554	10,293	14.05%
Agency Operations	51,741	127,253	75,512	145.94%
Pierce County	**699,002**	**784,807**	**85,805**	**12.28%**
Regional Fund				
Transit Vision Capital	13,304	13,304	0	0.00%
Agency Operations	25,577	29,943	4,366	17.07%
Regional Fund	**38,881**	**43,247**	**4,366**	**11.23%**
Agency Total	**6,500,069**	**6,784,386**	**284,317**	**4.37%**

Sound Transit Lifetime Capital Plan

Adopted 2007 Budget (In $000) by Department/Subarea

Description	2007 Current Budget	2008 Proposed	Change	% Change
STart Capital				
Snohomish County	1,058	1,084	27	2.51%
North King County	6,757	6,757	0	0.00%
South King County	4,319	4,319	0	0.00%
East King County	2,633	2,633	0	0.00%
Pierce County	1,525	1,525	0	0.00%
STart Capital	16,292	16,318	27	0.16%
Sounder				
Snohomish County	382,725	382,698	-27	-0.01%
South King County	360,969	360,969	0	0.00%
Pierce County	471,313	471,313	0	0.00%
Sounder	1,215,007	1,214,980	-27	0.00%
Light Rail Capital				
North King County	3,167,781	3,191,948	24,168	0.76%
South King County	859,038	834,871	-24,168	-2.81%
Pierce County	80,416	80,416	0	0.00%
Light Rail Capital	4,107,235	4,107,235	0	0.00%
Regional Express				
Snohomish County	157,681	157,681	0	0.00%
South King County	78,733	78,733	0	0.00%
East King County	528,081	528,081	0	0.00%
Pierce County	20,745	20,745	0	0.00%
Regional Express	785,242	785,242	0	0.00%
Transit Vision Capital				
Regional Fund	13,304	13,304	0	0.00%
Transit Vision Capital	13,304	13,304	0	0.00%
Service Delivery Capital				
Snohomish County	39,494	40,078	584	1.48%
South King County	21,231	22,072	840	3.96%
East King County	83,912	96,325	12,413	14.79%
Pierce County	73,261	83,554	10,293	14.05%
Service Delivery Capital	217,898	242,028	24,130	11.07%
TOD Capital				
Snohomish County	100	100	0	0.00%
TOD Capital	100	100	0	0.00%
Agency Operations				
Snohomish County	28,835	79,556	50,721	175.90%
North King County		35,055		
South King County	0	70,109	70,109	NA
East King County	38,840	63,264	24,424	62.88%
Pierce County	51,741	127,253	75,512	145.94%
Regional Fund	25,577	29,943	4,366	17.07%
Agency Operations	144,993	405,179	260,186	179.45%
Agency Total	**6,500,069**	**6,784,386**	**284,317**	**4.37%**

Sound Transit Proposed 2008 Capital Budget

In $000

Project	Project Name	2008 Proposed	2008 Proposed Lifetime
	STart Capital		
000	STart Program	2,205	16,318
	STart Capital	**2,205**	**16,318**
	Sounder		
100	Everett-Seattle Track & Signal	34	303,326
101	Willow Creek Environmental Mitigation	253	1,001
110	Seattle-Auburn Track & Signal	11,170	255,469
120	Auburn-Tacoma Track & Signal	9,036	205,295
130	M Street-Lakewood Track & Signal	5,160	73,601
131	Permitting/Environmental Mitigation	588	10,288
135	D Street-M Street Track & Signal	2,071	76,025
140	Layover	3,159	24,424
150	Nisqually-Lakewood ROW	0	16,101
201	Everett Station	8,316	28,774
205	Mukilteo Station, North Platform	3,578	10,221
206	Mukilteo Station, South Platform	956	9,371
207	Edmonds Station (Temporary)	0	177
209	Edmonds Station	2,757	12,929
231	King Street Station	0	7,928
233	Boeing Access Rd Station	0	65
235	Tukwila Station (Temporary)	0	2,837
236	Tukwila Station	651	16,434
237	Kent Station	0	32,388
239	Auburn Station	0	25,815
241	Sumner Station	0	8,741
243	Puyallup Station	0	13,336
245	Tacoma Dome Station	0	9,767
247	Reservation-Freighthouse	0	19,889
251	South Tacoma Station	3,932	11,515
253	Lakewood Station	14,201	32,920
255	Lakewood CBD	0	1,816
600	Sounder Program Reserve	0	4,527
	Sounder	**65,863**	**1,214,980**
	Light Rail Capital		
100	North Link - Northgate to 45th St	2,384	9,000
200	University Link - Pine St Stub Tunnel (PSST) to UW Station	94,391	1,514,008
290	North Link - UW Station to Brooklyn Station (NE 45th St)	16,983	36,992
300	Initial Segment	233,390	2,070,000
390	DSTT Debt Service	0	24,919
399	Initial Segment Project Reserve	0	128,300
400	Airport Link	95,037	243,600
500	Tacoma Link	0	80,416
	Light Rail Capital	**442,186**	**4,107,235**
	Regional Express		
105	Ash Way Transit Access/164th SW	77	18,993

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail

Sound Transit Proposed 2008 Capital Budget

In $000

Project	Project Name	2008 Proposed	2008 Proposed Lifetime
111	Lynnwood HOV Access/46th Ave W	0	25,694
125	Federal Way HOV Access/S 317th	835	32,618
131	Star Lake Freeway Station/S 272nd	1,018	4,113
135	I-405 @ Southcenter	0	55
140	Totem Lake Freeway Station/NE 128th	110	76,263
141	85th Corridor, Kirkland	1,973	6,015
142	Kirkland Transit Center/3rd	3,483	13,300
144	Redmond Way, Redmond	0	2,130
145	Bellevue HOV Access	100	71,566
150	Renton HOV Access/N 8th	9,309	67,075
151	Rainier Ave/Hardie Ave Arterial Improvements	3,132	15,717
152	Strander Boulevard Extension	1,478	4,219
160	Eastgate HOV Access/142nd Ave SE	62	38,908
165	I-90 @ Sunset Interchange	0	9,185
166	SR900 Park-And-Ride Arterial Improvements	0	7,117
311	Lynnwood Transit Ctr/46th Ave W	0	30,314
312	Mountlake Terrace Freeway Station/236th SW	1,637	25,545
314	S Everett Transit Center	0	31
316	N Everett Transit Center/Everett Comm College	55	1,698
319	S Everett Freeway Station/112th SE	5,457	31,209
321	Federal Way Transit Center/S 317th	3	39,455
322	Bellevue Transit Center/NE 6th	0	15,453
323	Bellevue Rider Services Bldg	0	3,501
324	Canyon Park Freeway Station	31	10,728
326	Issaquah Transit Center/SR900	2,600	29,482
328	Totem Lake Transit Center/Evergreen Medical Center	3,389	7,743
330	Newcastle Transit Center/SE 70th	1,938	7,223
332	Overlake Transit Center/NE 40th	0	10,939
340	Ash Way Park-And-Ride	0	1,114
342	Swamp Creek Park-And-Ride	0	303
345	Lynnwood SR99 Transit Lanes	0	2,546
346	E Everett Park-And-Ride	0	86
350	Redondo Heights Park-And-Ride/SR99	0	2,483
352	Other Park-And-Ride Expansion	0	10
354	Mercer Island Park-And-Ride/N Mercer Way	1,056	16,829
355	Issaquah Highlands Park-And-Ride/Highland Dr	0	8,116
356	Tacoma Dome Station	0	10,805
358	South Hill Park-And-Ride/94th Ave E	0	5,625
360	Dupont Station/Wilmington Dr	0	4,314
370	Pacific Avenue Overpass	0	16,222
372	Bothell Branch Campus Access	1,618	3,860
374	Redmond Transit Center/NE 83rd	2,263	6,931
376	Woodinville Arterial HOV/SR202/SR522	0	1,424
378	Yarrow Point Stop Improvements	0	109
380	Sammamish Park-And-Ride/228th SE	0	7,179
382	I-90 Two-Way Transit & HOV Operations, Stage 1	8,610	25,782
384	SR522 HOV Enhancements/Kenmore	3,365	8,791
385	SR522 HOV Enhancements/Bothell	1,977	8,601

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail

Sound Transit Proposed 2008 Capital Budget

In $000

Project	Project Name	2008 Proposed	2008 Proposed Lifetime
386	I-90 Two-Way Transit & HOV Operations, Stage 2	1,738	19,372
387	I-90 Two-Way Transit & H0V Operations, Stage 3	0	1,722
395	Funds For Other Projects	0	31
999	Regional Express Program Reserve	0	26,697
	Regional Express	**57,313**	**785,242**
	Transit Vision Capital		
405	Fare Integration	1,480	13,304
	Transit Vision Capital	**1,480**	**13,304**
	Service Delivery Capital		
212	Ticket Vending Machines	650	7,678
216	Passenger Information System/CCTV	480	6,231
261	Bus Maintenance Facility	3,700	19,097
290	ST Express Fleet Program	6,281	103,686
356	Tacoma Dome Station	0	311
701	ST Express Fleet Replacement Program	8,904	80,861
702	Sounder Fleet Program	1,000	2,434
740	Small Works Program	475	3,300
741	Auburn Bus Loop Concrete Replacement	4	521
743	Homeland Security Enhancements	25	550
744	Talking Signs	973	2,379
745	ST Express Mobile Communications Projects	2,376	10,781
746	Regional Mobility Parking Enhancements	4,200	4,200
	Service Delivery Capital	**29,069**	**242,028**
	TOD Capital		
340	Ashway TOD	0	100
	TOD Capital	**0**	**100**
	Agency Operations		
001	Agency Administration	1,227	23,578
410	Research & Technology	877	6,365
500	Capital Replacement	22,245	375,236
	Agency Operations	**24,349**	**405,179**
	Total Capital budget	**622,464**	**6,784,386**

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail

TRANSIT VISION
(SYSTEM DEVELOPMENT AND INTEGRATION)

PROGRAM SUMMARY

The Office of Policy, Planning, and Public Affairs (O3PA) was created during the agency re-organization of October 2006. Its functions are dedicated to addressing the area of strategic focus referred to as "Transit Vision" in the 2006 and 2007 budgets. O3PA is comprised of four divisions - the Office of Policy and Planning, Government and Community Relations, Media Relations and Public Information and Board Administration.

This section of the agency budget has been labeled "Transit Vision." This year, the Transit Vision heading is in the process of being updated to "System Development and Integration" in order to better articulate the agency's priority on – and this department's responsibility for – improving regional transit service by expanding and integrating the high capacity transit system.

O3PA is charged with working with the Sound Transit Board, the public, and partner jurisdictions to shape the agency's priorities and policies for expanding and integrating the regional transit system. The department has led the agency's effort to shape the Sound Transit 2 Plan that will go before voters in November 2007, carrying out the technical work needed for the region's communities and the Board to make decisions that deliver the greatest long-term benefits to region's residents. O3PA maintains responsibility for informing and facilitating the participation of key stakeholders throughout the region and general public. O3PA maintains responsibility for government relations, community relations and media relations spanning all of the agencies activities, working with every department of the agency to provide the public with timely information and opportunities for involvement. O3PA facilitates the deliberations and actions of the Sound Transit Board and its committees, ensuring proceedings comply with state law and fulfill the Board's commitment to operate in an open and transparent fashion.

This section of the budget covers the operating expenses and capital expenditures for activity in 2008 toward Sound Transit 2 and fare integration. Staff budgets for the Office of Policy, Planning, and Public Affairs are included in the Agency Operations section of the budget document.

Sound Transit 2—building on success

A healthy transit system is vital for the economy and quality of life in the region, particularly when faced with an estimated population increase of more than 40 percent by 2040. The core of the regional transit system -- *Sound Move*, approved by voters in 1996 -- is well under way. Sound Transit now carries more than 12 million riders annually. Sounder commuter trains run every weekday on 75 miles of track. ST Express buses connect population and employment centers throughout the region. Tacoma Link light rail trains are breaking ridership expectations. Construction is under way on the Central Link light rail system in Seattle and on transit centers and park-and-ride lots throughout King, Pierce, and Snohomish counties.

Sound Move represents an important first step in building a regional system, but more work remains. That is why Sound Transit is planning to extend the system to reach more communities and more people, more effectively. That initiative is called Sound Transit 2. This planning effort has culminated in a proposal, adopted by the Sound Transit Board on May 24, 2007, to expand

the regional system and is being submitted to voters for approval in November 2007. The proposal will be accompanied by a companion package of regional road investments. This joint ballot was mandated by the Washington State Legislature during its 2006 session. Sound Transit has worked with the Regional Transportation Investment District and the Washington State Department of Transportation to craft an integrated plan for transit and road improvements in the region's most heavily traveled corridors to address congestion, reduce travel time, improve safety, and make trips more predictable.

Office of Policy and Planning (OPP)

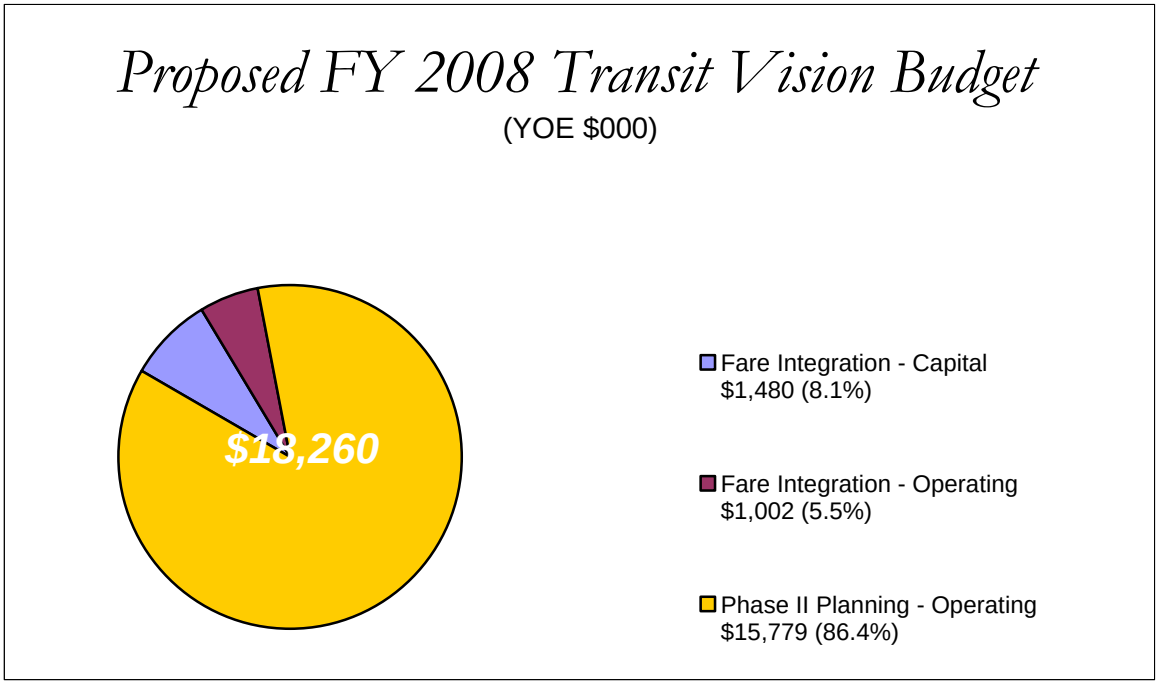
OPP provides agency and regional leadership planning the regional transit system; formulating public policy related to regional transit planning and system integration; coordinating regional transit fare policies and implementing regional fare technology and media; providing development review assistance to local jurisdictions to facilitate implementation of regional smart growth objectives; ensuring Sound Transit's needs are heard at the national level with respect to implementation of federal SAFETEA-LU mandates; and coordinating internal and external efforts for either the implementation or refinement of the Sound Transit 2 plan, depending on the outcome of the ballot measure. OPP lead the technical planning for Sound Transit 2 and is responsible for the planning that supported the Board's update of the Long-Range Plan (July 2005) and the development of the Sound Transit 2 Plan. Both of these efforts build upon the achievements of *Sound Move*.

In addition to its work on Sound Transit 2, OPP also manages the Fare Integration Program, delivering the "seamless" system that was promised in *Sound Move*. While progress has been made in the near term to institute the PugetPass, OPP is working closely with Sound Transit's regional partners to deliver a new system based on smart card technology which will allow customers to use the same card for fare payment for multiple transit services, including the Washington State Ferries, operated by various agencies. This future method of fare payment, scheduled to roll out prior to the opening of the Central Link light rail line, will make the system even more seamless for passengers; reduce cash transactions; and provide the basis for more accurate analysis of transit market patterns in the region.

OPP also develops agency-wide policies and coordinates regional transportation planning efforts for Sound Transit. In addition to these specific responsibilities, it is responsible for addressing issues affecting all lines of business and coordinating transit reporting to the state and federal governments. OPP also supports the Sound Transit Board in its role of policy setting and long-range planning by developing alternative courses of action for its consideration that are realistic, timely, clear, and balanced. It works to develop internal policies that are consistent across all departments. It coordinates agency work with the Puget Sound Regional Council.

OFFICE OF POLICY AND PLANNING BUDGET

The Proposed 2008 Budget contains $16.8 million in operating expenses and $1.5 million in capital expenditures for activity in 2008 toward Sound Transit 2 and fare integration. The Adopted 1997-2009 lifetime budget for the two projects is $85.4 million in operating expenses, and $13.3 million in capital expenditures. Staff budgets for the Office of Policy, Planning and Public Affairs are included in the Agency Operations section of the budget document.



Transit Vision Budget
2008 Budget Summary

	Proposed 2008 Budget	Proposed 1997-2016 Budget
Capital Budget		
Fare Integration	$ 1,479,854	$ 13,303,955
Subtotal	**$ 1,479,854**	**$ 13,303,955**
Operating Budget		
Fare Integration	$ 1,001,577	$ 29,235,997
Phase II Planning	15,778,654	56,168,000
Subtotal	**$ 16,780,231**	**$ 85,403,997**
Total Spending		
Fare Integration	$ 2,481,431	$ 42,539,952
Phase II Planning	15,778,654	56,168,000
Total	***$ 18,260,084***	***$ 98,707,952***

Transfer of Research & Technology Project

The Research and Technology Project was transferred to the Finance and Information Technology Department and appears in the Agency Operations section of this budget book.

Phase 2 Planning

The High Capacity Transit (HCT) Phase 2 Planning Program has proceeded with building on the updated Long-Range Plan to develop a second phase High Capacity Transit implementation plan now designated “ST2.” Conceptual study, planning and detailed evaluation of potential ST2 projects, including ridership forecasting and conceptual cost estimating for a broad range of high capacity transit corridors, segments, alignments, projects and supporting projects and programs, continued throughout 2007. The work plan for 2008 will be scoped for an appropriate agency response to the outcome of the upcoming Roads & Transit ballot measure.

Budget Changes for Phase 2 Planning

The lifetime operating budget of $56.2 million for Phase 2 Planning is Unchanged from the 2007 adopted budget

The Proposed operating budget for activity in 2008 is $15.8 million for Phase 2 Planning.

Fare Integration

Fare Integration is responsible for promoting regional mobility through a system of seamless regional fare media and policies. The keystone of the program is the Regional Fare and Pass Reconciliation Agreement, which forms the basis for regional account reconciliation and the PugetPass. The agreement allows all five of the region’s transit agencies to pool pass revenue into one account. It allows passes and cash transfers to be valid on all transit systems, regardless of purchase location, while insuring that agencies are compensated for the boardings provided. The basis for revenue reconciliation is research data, which is updated periodically based on on-board survey research conducted by Sound Transit. Fare Integration also oversees institutional passes such as FlexPass and U-Pass and negotiates pricing with Sound Transit’s partners and customers. PugetPass and institutional passes will soon be replaced with “smart cards,” an electronic fare payment system which will allow for more accurate and timely data, faster boardings, and a simpler reconciliation process. In 2007, the partner agencies completed a major test of the system. Improvements and fixes identified during the test will be made as the system is fully built out through 2007-08, with for full system implementation targeted for late 2008.

Budget Changes for Fare Integration

The total combined lifetime operating and capital budget of $42.5 million for Fare Integration is unchanged from the total lifetime budget in the Adopted 2007 Budget. The total lifetime capital budget of $13.3 million is unchanged from the adopted 2007 lifetime budget total. The total lifetime operating budget of $29.2 million is unchanged from the adopted 2007 lifetime budget total.

The Proposed 2008 operating budget of $1.0 million and capital budget of $1.5 million is for continued work on fare integration. Since the 2007 budget was established, smart card project milestone payment delays have deferred the majority of project expenses by one fiscal year. The 2008 budget increases the funding allocated for ticket vending machine expenses in 2008 and subsequent years to provide for potential expansion of the TVM system once integration with the smart card system occurs. This integration increases the flexibility and potential regional uses for self-service smart card vending purposes.

Transit Vision Capital

Project

405 Fare Integration

Description

The purpose of the Fare Integration Program is to develop a uniform, single-ticket fare system and integrated fare policy for the region's entire public transit service network. Currently, the Puget Pass program provides a means for transit riders to use a single piece of fare media to ride all transit services in the three-county region. Puget Pass was embraced by regional transit agencies as a significant commitment to the one-ticket ride concept and was seen as an interim step toward implementation of Smart Card technology.

Smart card is a cooperative effort of 7 different agencies providing public transportation, including Sound Transit, Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit and Washington State Ferries. In 2008, ST's Fare Integration Program and representatives from the other agencies will complete implementation and roll out of a seamless fare payment system among the 7 agencies.

Changes since 2007 budget: Project milestone payment delays have deferred the majority of project expenses by one fiscal year. Additional funds have been budgeted for ticket vending machine expenses to provide for potential expansion of the TVM system once integration with the smart card system increases the flexibility and potential regional uses for self-service smart card vending purposes.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	13,304
2008 Proposed Budget (in $ 000)	13,304

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Regional Fund	4,364	1,550	1,480	5,865	45	0	0	0	13,304
Total	**4,364**	**1,550**	**1,480**	**5,865**	**45**	**0**	**0**	**0**	**13,304**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	32	0	0	0	0	0	0	0	32
Fare Integration/Research	4,332	1,550	1,480	5,865	45	0	0	0	13,272
Total	**4,364**	**1,550**	**1,480**	**5,865**	**45**	**0**	**0**	**0**	**13,304**

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SERVICE DELIVERY

PROGRAM SUMMARY

Sound Transit's Service Delivery program consists of the operations of the ST Express bus, Sounder commuter rail and Central and Tacoma Link light rail systems. ST Express operates 19 regional bus routes, Sounder North line offers three daily roundtrips between Everett and Seattle, Sounder South line runs six daily round trips between Tacoma and Seattle, including a reverse commute option, and Tacoma Link provides service in the downtown Tacoma area.

For 2008, these operations will add over 630,000 service hours to the region's mix of transportation choices, up about 3% over 2007. The 2008 ridership target is 13.5 million total boardings and average weekday boardings of 46,745, given current estimates and analysis of near-term economic conditions. Additionally, more than 30 facilities, including multimodal stations, commuter and light rail stations, transit centers and park-and-ride lots provide essential regional transportation connections and high quality customer amenities. The continuation of the 36-month operational start-up period of the Central Link Initial Segment will be a key element of the 2008 work program.

The Transportation Services Department manages these operations and facilities, along with service planning and development for all modes, fleet and signage, customer service and accessibility (including compliance with the Americans with Disabilities Act [ADA]), and the agency's corporate facilities. Transportation Services is also responsible for regional transit system integration and coordination activities such as the Transit Integration Group (TIG). Following are highlights of 2008 work activities and initiatives.

2008 Highlights

Service Delivery

Systemwide

- Work with WSDOT and partners to develop highway construction service mitigation plans.
- Coordinate Transportation Services phase of agencywide performance measurement system.
- Support implementation of Smart Card system.
- Delivery of safe, reliable, user-friendly, and cost-effective bus and rail services to our customers.

Tacoma Link Operations

- Additional passengers as a result of tall ships exhibition in July 2008. As a result of lessons learned from the same event two years before, service will be provided earlier in the day to meet ridership demand.
- Continued special event service, extending hours to accommodate events at the Tacoma Dome, and Downtown Tacoma.

Central Link Operations

- Operations and Maintenance facility will be occupied by King County Metro as the final two years of rail activation take place
- King County Metro will staff up to nearly 100 employees to accomplish vehicle and system testing along the light rail test track. Other key activities include continued development of operations and maintenance plans and standard operating procedures.

ST Express Bus Operations

- Express service from Lakewood to Tacoma will begin in 2008.
- Service to the South Everett Freeway Station will begin in 2008.
- Develop bus procurement plan for fleet replacement scheduled to begin in 2011. Included in this planned will be an evaluation of alternative technologies in support of the Agency Sustainability Initiative.

Sounder Commuter Rail Operations

- South Line: Sounder will add three commuter trains between Seattle and Tacoma in September 2008. The addition includes a second reverse commute with a morning train heading south from Seattle's King Street Station and returning in the afternoon from the Tacoma Dome Station.
- North Line: Sounder will begin a fourth round-trip between Everett and Seattle, with service expected to begin in the last quarter of the year.
- Sounder will continue to offer event service to Mariner baseball and Seahawk football games. Additional capacity will be added to meet the demand for this popular service.

Customer Services

- Conduct annual Customer Service Satisfaction survey. Results will be compared to prior years' surveys and trends will be evaluated and addressed as necessary
- Coordinate with transit partners on regional customer services including comment response, rider information and trip planning.

Facilities, Signage and Fleet

- New facilities coming on line for 2008 include two freeway stations, one transit center, the addition of two Sounder stations and one platform and the expansion of another station, and the addition of three Central link stations, bringing the total number of facilities managed and operated to more than 30.

Service Planning & Development

- Development and approval of annual 2009 Service Implementation Plan (SIP).
- Implement 2008 service changes as called for in the 2008 SIP.
- Implement service standards to improve system productivity and optimize the use of resources.

Project Delivery

Accessible Services

- The first phases of the Talking Signs project will be completed and installed throughout the region.

ST Express Bus Operations

- The first phases of the Pierce Transit Mobile Communications project should be completed, providing access to advanced technology for both customers and operations staff.
- Coordinate with partner staff on the development and implementation of plans for enhancements to the capacity of the maintenance facilities necessary to maintain the ST Express fleet.

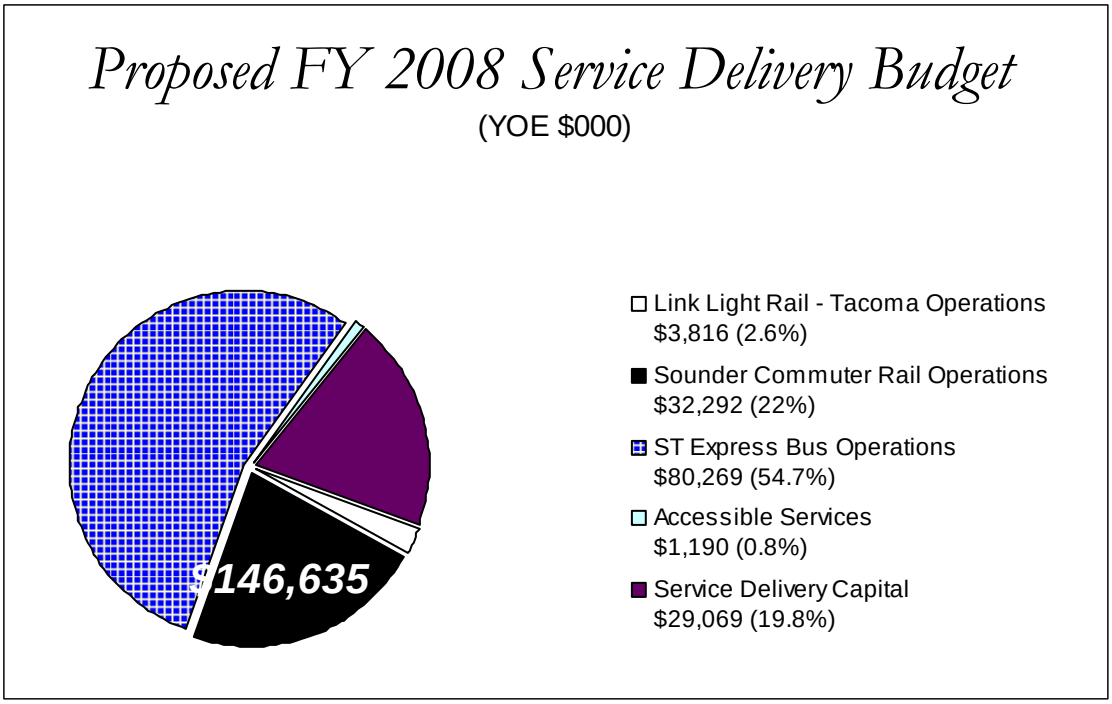
Stewardship of Resources

Facilities, Signage and Fleet

- Implement cost savings measures identified from using industry standards from the Building Owners and Managers Association as well as the International Facilities Management Association.
- Upgrade the facilities management program to help control maintenance costs and frequency of planned and preventive service at our sites.

Proposed 2008 Budget Overview

The Transportation Services Proposed 2008 Budget is $146.6 million, consisting of $29.1 million for capital expenditures and $117.6 million for transit operations. The Proposed 2008 rolling six-year forecast (2008-2013) for the Transportation Services program is $1,131.3 million, consisting of $126.3 million for capital expenditures and $1,005.0 million for operations.



Note: These figures include contingency, but not depreciation.

Service Delivery Budget Summary

2008 Budget Summary

(in YOE $000s)

Budget	Proposed 2008 Budget	Proposed 1997-2009 Budget	6-year rolling forecast (2008-2013)
Operating Budget			
Link Light Rail	$ 3,816	$ 40,633	$ 212,229
Sounder Commuter Rail	32,292	215,765	224,827
ST Express Bus	80,269	573,886	560,026
Subtotal	**$ 116,377**	**$ 830,284**	**$ 997,082**
Accessible Services	1,190	3,820	7,911
Subtotal	**$ 117,566**	**$ 834,104**	**$ 1,004,994**
Capital Budget	**$ 29,069**	**$ 148,956**	**$ 126,340**
Total Budget	***$ 146,635***	***$ 983,060***	***$ 1,131,334***

* These figures include contingency but do not include depreciation costs.

* The 6-year rolling forecast excludes expenditures from 1997-2007.

* Lifetime capital budget includes expenditures through 2013

* Link Light Rail includes Tacoma Link and Central Link operations only. Capital costs are included in the Project Delivery Section.

Service Delivery Budget Summary

2008 Budget Summary by Subarea

(in YOE $000s)

Subarea	Proposed 2008 Budget	Proposed 1997-2009 Budget	6-year rolling forecast (2008-2013)
Operating Budget			
Snohomish County	$ 18,212	$ 118,961	$ 126,964
North King County	-	13,020	126,724
South King County	22,283	167,844	210,884
East King County	42,636	278,794	275,874
Pierce County	34,436	255,485	264,548
Subtotal	**$ 117,566**	**$ 834,104**	**$ 1,004,994**
Capital Budget			
Snohomish County	$ 5,769	$ 19,305	$ 27,579
South King County	3,661	17,521	9,724
East King County	3,026	52,001	48,118
Pierce County	16,612	60,129	40,919
Subtotal	**$ 29,069**	**$ 148,956**	**$ 126,340**
Total Budget	***$ 146,635***	***$ 983,060***	***$ 1,131,334***

* These figures include contingency but do not include depreciation costs.

* The 6-year rolling forecast excludes expenditures from 1997-2007.

* Link Light Rail includes Tacoma Link and Central Link operations only. Capital costs are included in the Project Delivery Section.

Agency Transit Operations Budget Summary

	2006 Actual	*Adopted 2007 Budget*	*2007 Estimate*	*2008 Proposed*
SALARIES AND BENEFITS [1]	**1,813,786**	**2,097,120**	**2,071,964**	**2,285,500**
				-
SERVICES				**-**
Management Services - TVMs	564,004	728,117	494,833	607,000
Maintenance of vehicles and system	6,162,621	7,831,608	6,702,246	9,104,627
Maintenance of stations	1,883,669	2,842,753	1,436,167	2,353,383
Downtown Seattle Transit Tunnel		1,250,000	-	4,274,000
Transit Planning and Services	31,967	20,000	81,216	17,910
Security and safety	2,785,608	2,911,199	3,427,676	2,776,113
Interlocal Agreement	142,386	50,000	7,561	50,000
Maintenance of Way	-	280,000	7,236	291,480
Marketing	360,930	551,065	279,188	518,808
Miscellaneous services	339,892	293,870	289,931	1,005,671
Accessible Services Program Operations	346,952	444,350	255,478	771,083
Subtotal, Services	**12,618,030**	**17,202,962**	**12,981,533**	**21,770,075**
MATERIALS & SUPPLIES	2,708,229	3,026,959	2,489,894	4,101,422
UTILITIES	604,366	584,354	584,014	667,399
INSURANCE	1,542,925	2,381,851	1,785,876	2,311,448
TAXES [2]	1,127,996	734,841	1,026,594	954,463
PURCHASED TRANSPORTATION SERVICES	62,295,194	67,767,316	66,889,577	74,535,094
MISCELLANEOUS EXPENSES	724,162	575,347	489,553	557,350
LEASES & RENTALS	201,582	370,906	220,446	335,524
Subtotal, Gross Transit Operations	**83,636,270**	**94,741,656**	**88,539,452**	**107,518,276**
Transfer of agency admin.	6,375,768	7,471,689	6,951,399	7,283,281
Fully Allocated Transit Operations	**90,012,038**	**102,213,345**	**95,490,851**	**114,801,557**
Contingency		5,048,908		2,764,910
Subtotal, Fully Allocated Transit Operations and Contingency	**90,012,038**	***107,262,253***	***95,490,851***	**117,566,467**
Depreciation and amortization	32,592,559	38,994,347	32,201,837	35,891,910
TOTAL TRANSIT OPERATIONS	**122,604,597**	**146,256,600**	**127,692,689**	***153,458,376***

Notes

1 Includes salaries and benefits for ST transit operations staff (Tacoma Link - 17FTE; Sounder 4.3 FTE; ST Express -2.3FTE; Accessible Services - 2.3 FTE. One new full-time position is being added in the 2008 budget, as well as a project coordinator positon

2 Includes excise taxes on Sounder passenger fare revenue, as well as property taxes paid by BNSF which are related to improvements to the rail corridor funded by Sound Transit.

Link Light Rail

Service Description

Tacoma Link provides a 1.6-mile light rail passenger system through the heart of its downtown. From the Tacoma Dome Station on South 25th Street to the Theater District on Commerce Street, five unique stations with artwork to reflect the history and community of Tacoma greet Link passengers. Two trains operate Monday through Friday, every ten minutes from 5:20 a.m. to 8:00 p.m., and Saturday from 8:00 a.m. to 10:00 p.m. Reduced service is offered on Sunday. A third train is available as a spare when maintenance is required. All vehicles, services and facilities are ADA compliant.

Since Tacoma Link service began in August 2003, the average ridership has exceeded the projection of 2,000 passengers per weekday in 2010. Ridership now averages more than 2,900 per weekday. In 2007, an estimated 9,878 service hours will be delivered, the same amount as in 2006. The 2008 target for ridership is 893,000 total boardings and 2,995 per weekday. Additional service and performance data is provided in Appendix C.

In November, 2003, Sound Transit broke ground on the initial segment of Link light rail. This 14-mile segment begins at Westlake Station in the Downtown Seattle Transit Tunnel and ends at the Tukwila/International Boulevard Station, next to SR-518 and just north of Sea-Tac Airport. In addition to downtown Seattle and Tukwila, the initial segment serves Seattle's SODO industrial area, Beacon Hill and the Rainier Valley.

Modern, air-conditioned light rail trains are scheduled to begin running on the initial segment in 2009, providing a 30-minute ride between Tukwila and downtown Seattle. Trains will leave every at least every seven-and-a-half minutes during rush hour, and every 10-15 minutes during midday and evening hours. By 2020, the Link initial segment will carry more than 42,500 riders each day.

In December 2004, Sound Transit and the Port of Seattle reached an agreement to extend Link light rail to Sea-Tac Airport. Service to the airport is scheduled to begin by December 2009. In the months between the opening of the initial segment and the opening of the airport extension, a shuttle bus will meet each train and take passengers directly to the airport terminal, just minutes away.

Operations Overview

Sound Transit operates Tacoma Link light rail out of the Operations and Maintenance (O&M) facility in Tacoma. Staffing consists of 15 full-time employees, including one manager, one assistant manager, three operations supervisors, one operations lead, five full-time light rail vehicle operators, three system technicians, and one support staff. In addition, there are four part-time operators. The fleet consists of three single-car trains. Staff performs routine maintenance work eleven hours per day, seven days per week out of the maintenance workshops located at the Tacoma facility. Maintenance work for traction power, track work, signals, landscaping, and janitorial work is contracted out.

The Proposed 2008 rolling six-year forecast budget for the Link light rail program is $212.2 million. The proposed operating expenditures for 2008 are $3.8 million.

Link Light Rail Budget
Operating & Maintenance Budget by Subarea
(in YOE $000s)

Subarea	Proposed 2008 Budget	Proposed 1997-2009 Budget	6-year rolling forecast (2008-2013)
North King County	$ -	$ 13,020	$ 126,724
South King County	-	6,155	59,909
Pierce County	3,816	21,457	25,596
Total	***$ 3,816***	***$ 40,633***	***$ 212,229***

* These figures include contingency but do not include depreciation costs.

* The 6-year rolling forecast excludes expenditures from 1997-2007.

* Link Light Rail includes Tacoma Link and Central Link operations only. Capital costs are included in the Project Delivery Section.

Changes in the Proposed 2008 Budget—Link Light Rail

Tacoma Link

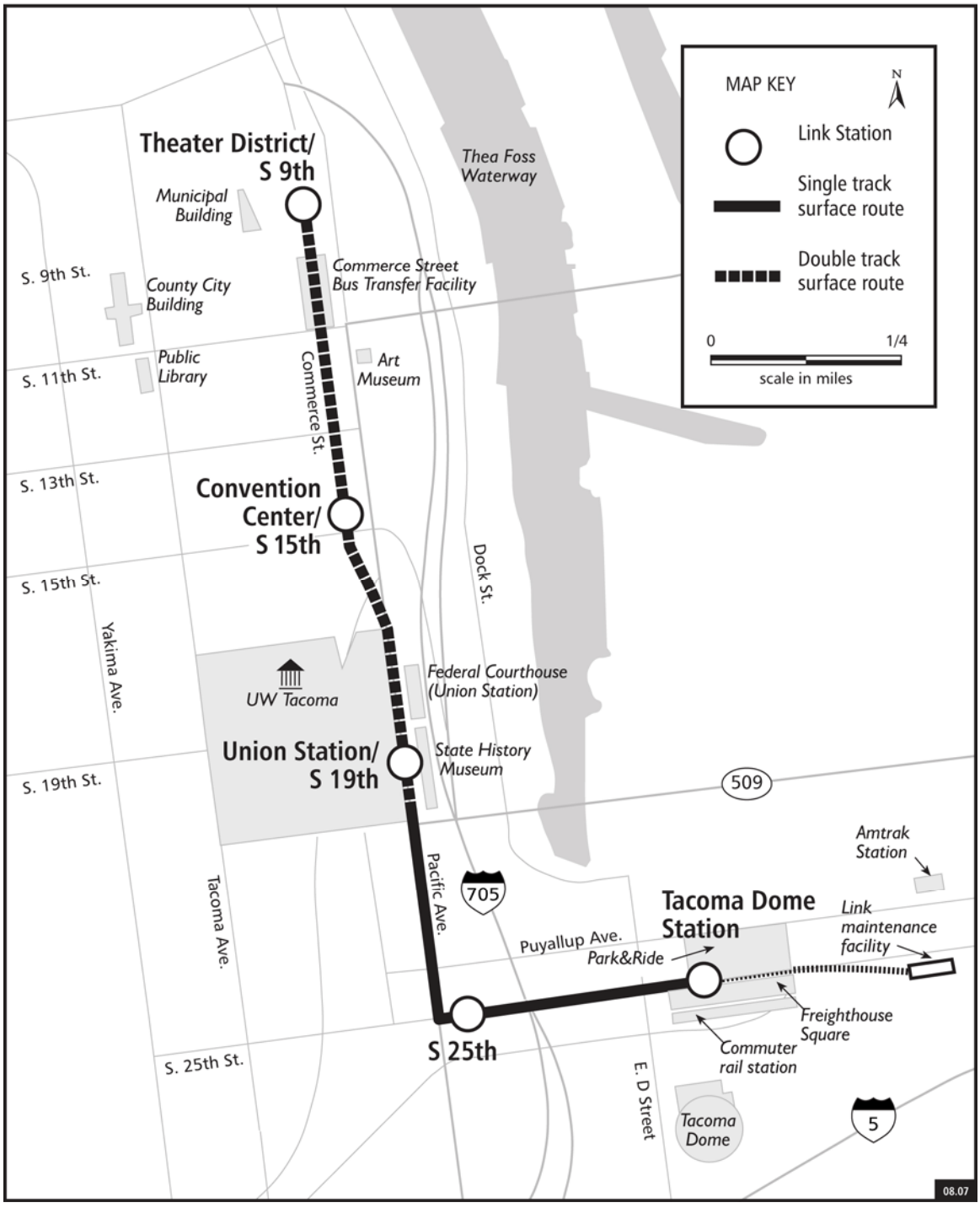
There are no significant changes to the Proposed 2008 Budget for Tacoma Link light rail from 2007. The total transit operations budget increases from $3.7 million in 2007 to $3.8 million in 2008 (excluding depreciation). Costs are generally flat compared to the previous year, however as the vehicles continue to age, maintenance costs are likely to increase, and materials and supplies increases reflect the purchase of additional parts to keep the vehicles in operation.

Central Link Startup

The Proposed 2008 Budget marks the second year that cost projections for Central Link light rail are included in the five year cost projections, as operations are slated to begin in July 2009. The costs that are included here are planning estimates only. Sound Transit and King County Metro, which will directly operate the Central Link light rail service, are continuing to refine the costs estimates for annual operations.

Cost estimates for Link operations are split between the North King and South King County subareas on the basis of the number of revenue vehicle miles operated in each subarea. These estimates will continue to be refined prior to the commencement of passenger service in 2009.

TACOMA LINK LIGHT RAIL



Tacoma Link Light Rail Transit Operations Budget

	2006 Actuals	*2007 Adopted Budget*	*2007 Estimate*	*2008 Proposed Budget*
SALARIES AND BENEFITS [1]	**1,184,488**	**1,409,778**	**1,381,434**	**1,395,236**
SERVICES				
Maintenance of Stations and Facilities	295,484	413,712	139,645	338,404
Maintenance of Vehicles	43,771	70,000	32,418	70,000
Security Services	418,124	312,533	501,903	477,906
Third Party Agreements	-	-	-	-
Marketing	22,897	48,572	16,799	43,572
Miscellaneous Services	18,285	31,500	71,034	42,624
Subtotal, Services	**798,561**	**876,317**	**761,798**	**972,506**
MATERIALS & SUPPLIES	73,987	184,200	155,111	204,218
UTILITIES	112,879	119,929	115,457	138,767
INSURANCE	289,480	411,085	291,984	333,817
TAXES	761	1,000	-	500
PURCHASED TRANSPORTATION SERVICES	-	10,000	-	1,000
MISCELLANEOUS EXPENSES	3,154	15,800	908	15,550
LEASES AND RENTALS	405	4,000	-	4,000
Subtotal, Gross Transit Operations	**2,463,716**	**3,032,109**	**2,706,692**	**3,065,593**
Transfer of agency admin.	465,650	529,000	483,319	569,325
Fully Allocated Transit Operations	**2,929,366**	**3,561,109**	**3,190,011**	**3,634,918**
Contingency	-	106,833		180,655
Subtotal, Fully Allocated Transit Operations and Contingency	**2,929,366**	**3,667,942**	**3,190,011**	**3,815,573**
Depreciation and amortization	2,955,845	2,784,268	2,775,000	2,881,717
TOTAL TRANSIT OPERATIONS	**5,885,211**	**6,452,210**	**5,965,011**	**6,697,291**
OPERATIONS FTEs	**17.0**	**17.0**	**17.0**	**17.0**

Notes

[1] Includes 17 FTE (19 employees) Tacoma Link Operations Manager, Assistant Manager, 1 Lead, 3 Supervisors, 5 Operators, 3 Maintenance Technicians and 1 Project Assistant. 4 Part-time operator positions.

Sounder Commuter Rail

Service Description

Begun in September 2000, Sounder is the first commuter rail service to operate in the Puget Sound region in over 60 years. By the end of 2007, Sounder will have welcomed more than 7 million riders since the inception of service. Service began in the south corridor with a commuter route from Tacoma to Seattle and expanded to another route from the north – Everett to Seattle – three years later. The Sounder South line now runs six round trips daily and three additional trains will be added during 2008. The Sounder North line added a second round trip run in June 2005 and will add a third commuter train in 2007 with a fourth trip being added in September 2008. This service level will allow for a commuter to start the morning in Everett, switch trains at King Street Station in Seattle and arrive in time for work in Tacoma.

Service runs Monday through Friday, except major holidays. Travel times between Tacoma and Seattle and between Everett and Seattle are both roughly 60 minutes. Event service for Mariners and Seahawks games as well as major concerts at the Tacoma Dome is also provided.

There are nine Sounder commuter rail stations, with a tenth expected to open late in 2008, with the completion of the north platform at Mukilteo Station. Like Tacoma Link stations, all are unique and feature artwork reflective of the area. All have bus transportation connections located directly at the station. Bus service schedules and, on the North Line, ferry schedules, are typically synchronized to the train schedule. Access to Sounder commuter rail for people who use wheelchairs or other mobility aids is provided to one car per train by the use of a mini-high platform and bridge plate. All service, vehicles and facilities are ADA compliant.

South line ridership now averages more than 6,800 boardings per day; North line ridership averages more than 800 boardings per day. In 2008, more than 28,000 service hours will be delivered, up 56% over 2007. The 2008 target for ridership is 2.1 million boardings. Additional service and performance measure data is provided in Appendix C.

Operations Overview

Train operation is contracted to Burlington Northern Santa Fe Railway (BNSF) and fleet maintenance is contracted to Amtrak. Sound Transit oversees and manages these contracts. Sound Transit also manages contracts for Sounder's insurance, safety and security and station maintenance. BNSF provides train crews, including conductors and engineers, dispatching and most of the track maintenance. The service is managed by the Transportation Services Department and BNSF supervisors who are co-located at Sound Transit offices. Sound Transit staff consists of the program manager, one operation and maintenance project manager, and one support staff.

Sounder operates on BNSF right-of-way and shares the 75 miles of track between Tacoma and Everett with BNSF freight trains and Amtrak passenger trains. The fleet consists of 11 locomotives, 18 cab cars and 40 coaches. Amtrak is responsible for heavy maintenance, light maintenance, and all cleaning. Surplus fleet due to service implementation delays are leased to other operators and provide revenue to the agency.

Proposed 2008 Budget—Sounder Commuter Rail

The Proposed 2008 rolling six-year forecast for the Sounder commuter rail program is $224.8 million. The proposed operating expenditures budget for 2008 is $32.3 million.

Sounder Commuter Rail Budget
Operating & Maintenance Budget by Subarea
(in YOE $000s)

Subarea	Proposed 2008 Budget	Proposed 1997-2009 Budget	6-year rolling forecast (2008-2013)
Snohomish County	$ 7,823	$ 39,732	$ 52,144
South King County	12,907	97,096	85,863
Pierce County	11,563	78,937	86,820
Total	***$ 32,292***	***$ 215,765***	***$ 224,827***

* These figures include contingency but do not include depreciation costs.

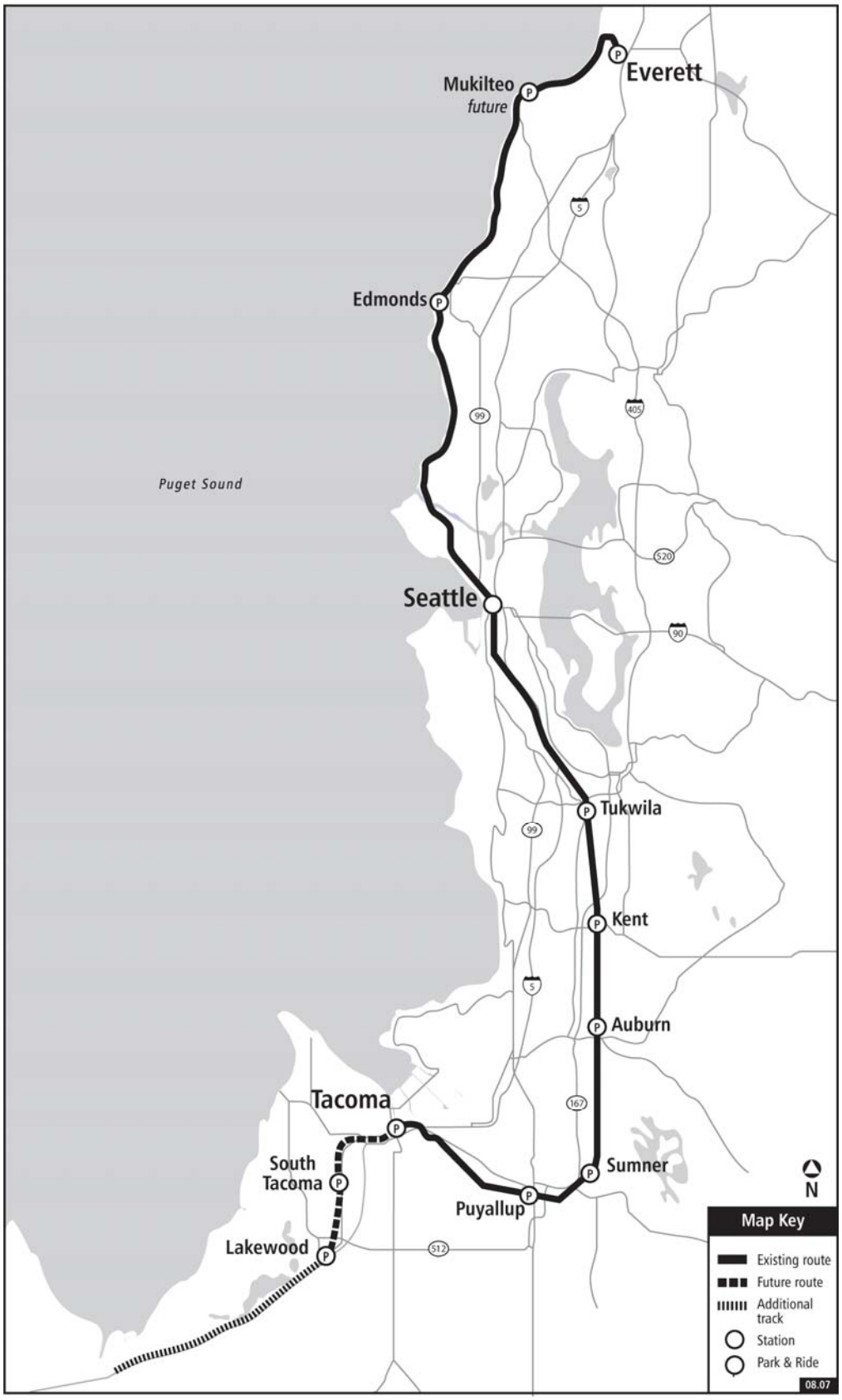
* The 6-year rolling forecast excludes expenditures from 1997-2007.

Changes in the Proposed 2008 Sounder Commuter Rail Budget

The total transit operations budget increases from $29.2 million in 2007 to $32.3 million in 2008. The largest driver of this increase in the budget is the 56% increase in service hours that will be offered in 2008. The primary contracts for Sounder, with BNSF for train operations and with Amtrak for vehicle maintenance, both allow for economies of scale with respect to expanding operations. Thus, increases in service are not met with commensurate increases in operations and maintenance costs. Additionally, other costs such as marketing and ticket vending machines are not directly impacted by the increase in service, further improving the unit costs for delivering the expanded service.

For 2008, Sounder proposes to add one and one-third FTEs. A new vehicle compliance officer will ensure that Sounder vehicles are maintained to the standards that our customers expect and will help manage the major maintenance programs on the Sounder fleet. In addition, Sounder, ST Express and the Accessible Services program will be sharing a project coordinator position to help manage the increasing operations workflow.

SOUNDER COMMUTER RAIL



Sounder Commuter Rail Transit Operations Budget

	2006 Actuals	*2007 Adopted Budget*	*2007 Estimate*	*2008 Proposed*
SALARIES AND BENEFITS [1]	**292,786**	**317,261**	**310,934**	**445,596**
			-	**-**
SERVICES			**-**	**-**
Management Services - TVMs	564,004	728,117	494,833	607,000
Marketing	185,331	219,473	110,078	204,750
Maintenance of vehicles	5,928,988	7,611,608	6,599,828	8,834,627
Maintenance of stations	820,324	1,156,990	592,964	1,070,240
Security and safety	1,899,613	2,037,533	2,075,343	1,708,123
Maintenance of Way	-	280,000	7,236	291,480
Miscellaneous services	152,279	181,370	176,174	865,027
Subtotal, Services	**9,550,540**	**12,215,091**	**10,056,457**	**13,581,247**
MATERIALS & SUPPLIES	1,907,971	2,418,034	2,069,691	3,368,535
UTILITIES	311,655	315,584	287,205	328,853
INSURANCE	1,234,536	1,899,337	1,469,554	1,955,623
TAXES [2]	875,441	471,606	758,260	624,438
PURCHASED TRANSPORTATION SERVICES	6,052,256	7,296,104	6,733,557	8,345,941
MISCELLANEOUS EXPENSES	338,884	233,843	97,952	220,000
LEASES & RENTALS	86,778	240,590	135,637	264,571
Subtotal, Gross Transit Operations	**20,650,847**	**25,407,451**	**21,919,246**	**29,134,804**
Transfer of agency admin.	2,117,630	2,405,689	2,195,485	2,208,212
Fully Allocated Transit Operations	**22,768,477**	**27,813,140**	**24,114,730**	**31,343,016**
Contingency	-	1,369,568		949,174
Subtotal, Fully Allocated Transit Operations and Contingency	***22,768,477***	***29,182,708***	***24,114,730***	**32,292,190**
Depreciation and amortization	16,760,885	21,982,564	16,292,537	18,199,349
TOTAL TRANSIT OPERATIONS	**39,529,362**	**51,165,272**	**40,407,267**	***50,491,539***
OPERATIONS FTEs	**3.0**	**3.0**	**3.0**	**4.3**

Notes

1 Includes salaries and benefits for Sound Transit Sounder commuter rail operations staff. One new full-time position is being added in the 2008 budget, as well as a project coordinator positon that is shared with ST Express and Accessible Services.

2 Includes excise taxes on Sounder passenger fare revenue, as well as property taxes paid by BNSF which are related to improvements to the rail corridor funded by Sound Transit.

ST EXPRESS BUS

Service Description

The ST Express bus system operates fast, frequent, two-way service connecting the major urban centers of Snohomish, King and Pierce counties. There are a total of 19 ST Express bus routes which provide links to local transit networks, other ST Express buses, commuter rail, light rail, ferries, Amtrak, and the Seattle-Tacoma International Airport. With the startup of new Route 577 between Federal Way and Seattle in February 2006, all of the express bus routes planned in *Sound Move* have been implemented.

Additionally, service includes the many facilities and customer amenities provided by Sound Transit such as transit centers, park-and-ride lots, and multi-modal stations. With completion of capital projects such as HOV lanes, new freeway stations and park-and ride facilities, most routes will operate 7 days per week, 18 hours per day and achieve the service levels outlined in *Sound Move*. All service, vehicles, and facilities are ADA compliant.

Approximately 595,000 service hours will be delivered in 2008, up 3% over 2007. Ridership now averages more than 34,000 boardings daily. The target for 2008 total ridership is 10.5 million boardings and more than 36,000 per day. Additional service and performance data is provided in Appendix C.

Operations Overview

Operation of ST Express bus service is contracted to the local transit agencies of Community Transit, King County Metro Transit, and Pierce Transit. Community Transit operates four routes, which CT contracts to private operator First Transit. King County Metro operates eight routes and Pierce Transit operates seven routes. In 2008, King County Metro will operate approximately 54% of ST Express bus service, Pierce Transit will operate 27% and Community Transit operated 19%. By the end of 2008 the fleet will total 240 buses, 40% of which are emission-friendly compressed natural gas or hybrid diesel-electric buses. At the end of 2008, the ST Express fleet will have reached the maximum number of buses that have been contemplated in the Service Implementation Plan.

The Sound Transit ST Express bus division oversees and manages the service contracts. There are two full-time ST Express Division employees on staff: the division project manager and one support staff. The key functions are the oversight of the daily operations of Sound Transit bus routes and routine vehicle maintenance to keep the fleet in top operating condition. Overall, the scope of services provided by the partner agencies includes operations, vehicle maintenance, security on buses, emergency service response, customer services, some route planning and scheduling, facilities maintenance for operating bases, and labor negotiations.

Service costs are reviewed, negotiated, and reconciled on an annual basis as defined in the service agreements. This process requires the transit partners to submit a three-year baseline cost estimate for Sound Transit's review and approval, usually in late October. By the end of November, the cost for the upcoming year is negotiated and agreed to by the parties and cost estimates for subsequent years are updated. The current service agreements are for a five-year term ending December 31, 2009.

Proposed 2008 Budget—ST Express Bus Program

The Proposed 2008 Budget includes purchased transportation costs to operate ST Express bus service, marketing, maintenance of the vehicles and facilities, signage and accessibility investments, and a continuation of the Spot Improvement program, which partners with other jurisdictions to make targeted improvements to transit facilities in the region. The proposed ST Express bus rolling six-year forecast calls for total operating expenditures of $560.0 million. The Proposed 2008 Budget is $80.3 million (excluding depreciation and amortization).

ST Express Bus Budget

Operating & Maintenance Budget by Subarea

(in YOE $000s)

Subarea	Proposed 2008 Budget	Proposed 1997-2009 Budget	6-year rolling forecast (2008-2013)
Snohomish County	$ 10,167	$ 78,497	$ 73,315
South King County	9,150	63,875	63,568
East King County	42,283	277,692	273,563
Pierce County	18,670	153,823	149,580
Total	***$ 80,269***	***$ 573,886***	***$ 560,026***

* These figures include contingency but do not include depreciation costs.

* The 6-year rolling forecast excludes expenditures from 1997-2007.

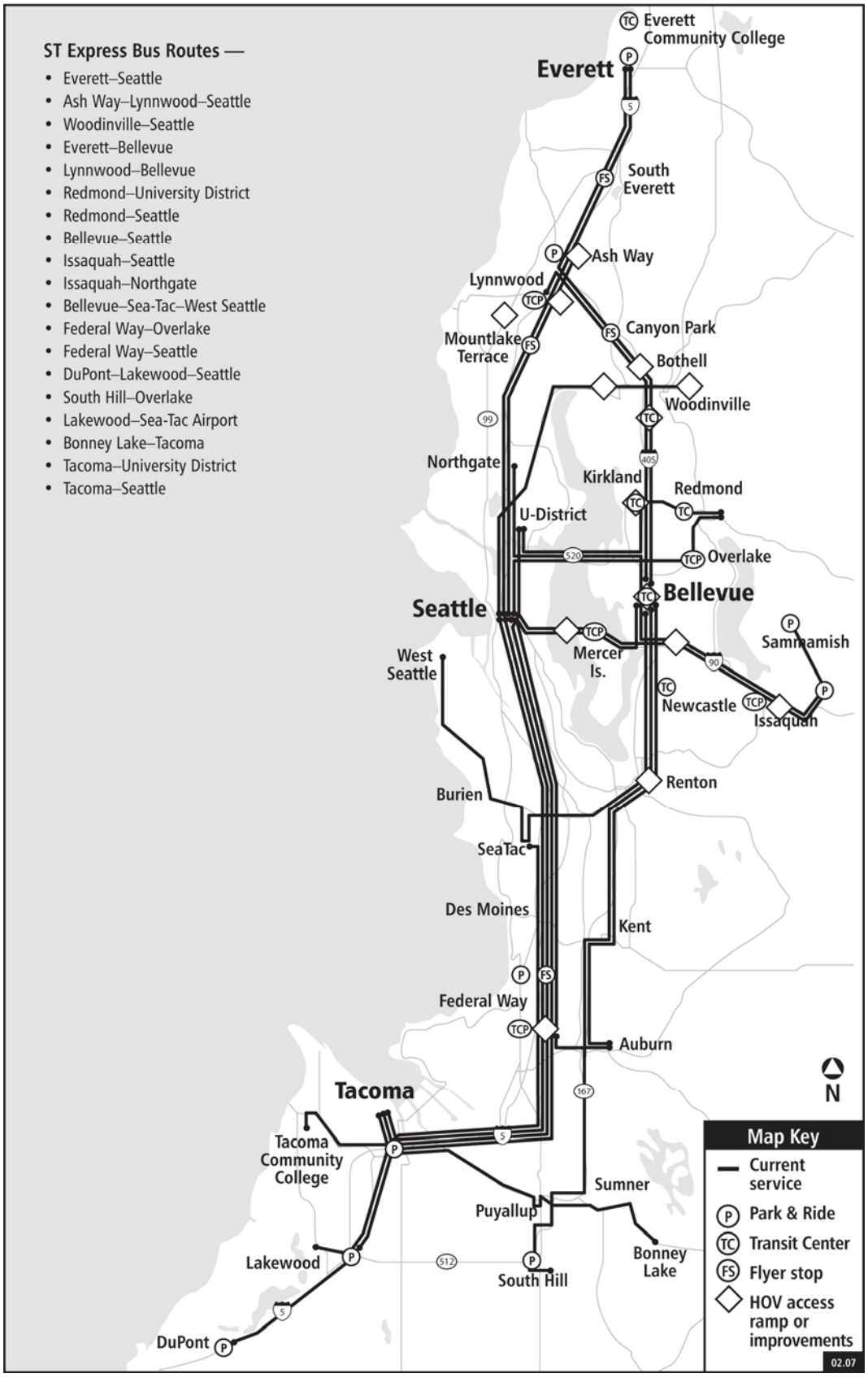
Changes in the Proposed 2008 Budget—ST Express Bus

The budget for fully-allocated transit operations, including the allocated administrative costs and contingency, increased from $73.6 million in 2007 to $80.3 million in the Proposed 2008 Budget, an increase of $6.7 million. Purchased transportation, which is the largest single element of the ST Express bus budget, is budgeted to increase by a total of $5.7 million. This is due in part to increases in service, but also due to higher wages and benefit rates and rising fuel costs. In addition, ST Express will be providing shuttle service between Tacoma and Lakewood Station until Sounder service is up and running in that corridor. Also, Sounder, ST Express and the Accessible Services program are proposing to share a project coordinator position to help manage the increasing operations workflow.

Increases are projected in security, driven mainly by the increasing number of ST facilities, and in other facilities maintenance costs. For 2008, ST Express will bear the full ST share of costs associated with the Downtown Seattle Transit Tunnel, which re-opened to buses in September 2007. Beginning in 2009, these ST costs will be shared with Central Link light rail, in proportion to the amount of service that will be operated by Sound Transit in the tunnel.

A critical component for the Pierce Transit service will be securing a long-term lease or an alternate facility for the midday tripper storage program. The lease for the use of the existing site (owned by King County Metro) expires in September of 2008. This program has been instrumental in yielding savings of several hundred thousands of dollars for ST Express, as well as reducing the amount of greenhouse gas emissions into the atmosphere.

ST EXPRESS BUS



ST Express Bus Transit Operations Budget

	2006 Actuals	*2007 Adopted Budget*	*2007 Estimate*	*2008 Proposed Budget*
SALARIES AND BENEFITS [1]	**170,970**	**193,511**	**191,840**	**231,260**
			-	
SERVICES			-	
Marketing services	152,702	283,020	152,311	270,486
Maintenance of vehicles	189,862	150,000	70,000	200,000
Maintenance of stations	767,861	1,272,051	703,558	944,739
Transit Planning & Financial Services	31,967	20,000	81,216	17,910
Security and safety	467,871	561,133	850,431	590,084
Downtown Seattle Transit tunnel [2]	-	1,250,000	-	4,274,000
Interlocal agreements	142,386	50,000	7,561	50,000
Miscellaneous services	169,328	81,000	42,723	98,020
Mobility Initiative Program Services [3]	(13,542)	-	-	-
Subtotal, Services	***1,908,435***	***3,667,204***	***1,907,800***	***6,445,239***
MATERIALS & SUPPLIES	725,687	422,125	262,428	502,070
UTILITIES	179,270	148,841	181,352	198,580
INSURANCE	18,909	71,429	24,339	22,008
TAXES	251,794	262,235	268,334	329,525
PURCHASED TRANSPORTATION SERVICES	56,242,938	60,461,212	60,156,021	66,188,153
MISCELLANEOUS EXPENSES	353,487	312,074	374,376	309,400
LEASES & RENTALS	114,399	126,316	84,810	66,953
Subtotal Gross Transit Operations	***59,965,889***	***65,664,947***	***63,451,300***	***74,293,188***
Transfer of agency admin.	3,730,918	4,466,000	4,208,559	4,396,917
Fully Allocated Transit Operations	**63,696,807**	**70,130,947**	**67,659,858**	**78,690,105**
Contingency	-	3,506,547		1,578,846
Subtotal Fully Allocated Transit Operations and Contingency	***63,696,807***	***73,637,495***	***67,659,858***	***80,268,951***
Depreciation and amortization	12,875,829	14,227,515	13,134,301	14,810,843
TOTAL TRANSIT OPERATIONS	***76,572,636***	***87,865,010***	***80,794,159***	***95,079,794***
OPERATIONS FTEs	**2.00**	**2.00**	**2.00**	**2.33**

Notes

[1] Includes salaries and benefits for Sound Transit ST Express bus operations staff. A shared project coordinator position has been added in 2008.

[2] Sound Transit share of the DSTT facilities maintenance and debt service are 100% covered by ST Express in 2008, as the tunnel opens in September 2007 for bus service but will not carry light rail service until 2009. At that point, the ST Express share of tunnel costs will be 14%.

[3] The Mobility Initative Program was reported as a part of ST Express operations until the 2006 budget year, when it became a standalone program.

ACCESSIBLE SERVICES

Program Description

In 1999 it was determined that Sound Transit did not have a complementary paratransit responsibility under the Americans with Disabilities Act (ADA) for ST Express bus or Sounder commuter rail service. However, a main tenet for Sound Transit is to improve mobility for all people in the Central Puget Sound region. To meet this objective the Mobility Initiative Program (MIP) was created by the Sound Transit board with the adoption of the 2001 Service Implementation Plan. There are currently two Sound Transit staff dedicated to the implementation of this program; for 2008, staff proposes to add a provision for a project coordinator shared with the management teams from Sounder and ST Express.

For 2008, the MIP has been renamed Accessible Services to better reflect the full scope of activities being performed and to use terminology more in line with other transit properties.

Accessible Services contains programs in five general areas:

- *Communications and Information:* The development, production, and distribution of a Regional Accessibility Transportation Guide and public information in Braille and other alternate forms of transit information.
- *Accessibility Training:* To provide experiential sensitivity training to Sound Transit staff, contractors, and partner agencies and travel training for seniors and people with disabilities.
- *Facility and Equipment Improvements:* To ensure Sound Transit services and facilities are compliant with ADA Accessibility Design Guidelines and state and local guidelines. Also to fund and manage improvements at existing facilities.
- *Accessibility Research:* To fund research and demonstration projects in ways to make Sound Transit services and facilities more accessible.
- *Special Needs Transportation:* To implement the Regional Special Needs Transportation Coordination Plan, which was adopted by the ST Board and the Puget Sound Regional Council in 2006, support FindARide.org, and to fund special needs transportation coalitions in Pierce, King and Snohomish counties.

Proposed 2008 Budget—Accessible Services

Accessible Services
Operating & Maintenance Budget by Subarea
(in YOE $000s)

Subarea	Proposed 2008 Budget	Proposed 1997-2009 Budget	6-year rolling forecast (2008-2013)
Snohomish County	$ 222	$ 733	$ 1,505
South King County	226	719	1,544
East King County	353	1,102	2,311
Pierce County	388	1,268	2,552
Total	***$ 1,190***	***$ 3,820***	***$ 7,911***

* These figures include contingency but do not include depreciation costs.

* The 6-year rolling forecast excludes expenditures from 1997-2007.

Note: Prior to 2006, Accessible Services costs were included in the ST Express budget.

Changes in the Proposed 2008 Budget—Accessible Services

The budget for Accessible Services, including the allocated administrative costs and contingency, increased from $0.7 million in 2006 to $1.2 million in the Proposed 2008 Budget, an increase of $0.4 million. The increase in budget is due to two major factors: facility improvements and the Regional Special Needs Transportation Coordination Plan (RSNTCP) implementation. A budget of $180,000 was added to fund potential facility and equipment improvements that may be made during 2008 to better meet the needs of customers with accessibility issues. Implementation of the RSNTCP, which was adopted by the Sound Transit Board late in 2006, continues and projects identified for 2008 include establishing a Bus Buddy program to match volunteers with people who could ride the fixed route bus system with assistance, and providing funding for staffed inter-regional paratransit transfer sites within the ST service area. In Proposed 2008 budget, Accessible Service, Sounder, and ST Express propose to share a project coordinator position to help manage the increasing operations workflow.

Accessible Services Program Operations Budget

	2006 Actuals	*2007 Adopted Budget*	*2007 Estimate*	*2008 Proposed Budget*
SALARIES AND BENEFITS	**165,542**	**176,569**	**187,756**	**213,408**
SERVICES				
Communications/Info Program [1]	12,681	25,000	15,000	39,650
Accessibility Training [2]	29,792	2,850	12,306	5,000
Facility/Equipment Improvement [3]	26,934	-	404	180,000
Assessibility Service Research [4]	-	25,000	-	10,000
Consulting Services [5]	306	50,000	31,949	25,000
Other Services [6]	290,589	340,000	188,581	510,933
Printing/Binding	191	1,500	7,238	500
Subtotal, Services	***360,493***	***444,350***	***255,478***	***771,083***
MATERIALS & SUPPLIES	583	2,600	2,665	26,600
UTILITIES	562	-	1,003	1,200
MISCELLANEOUS EXPENSES	28,637	13,630	16,317	12,400
Subtotal Gross Transit Operations	***555,817***	***637,149***	***463,218***	***1,024,691***
Transfer of agency admin.	61,570	71,000	64,037	108,827
Fully Allocated Transit Operations	**617,387**	**708,149**	**527,255**	**1,133,518**
Contingency	-	65,960		56,235
Subtotal Fully Allocated Transit Operations and Contingency	***617,387***	***774,109***	***527,255***	***1,189,753***
Depreciation and amortization	-	-		-
TOTAL TRANSIT OPERATIONS	***617,387***	***774,109***	***527,255***	***1,189,753***
OPERATIONS FTEs	**2.0**	**2.0**	**2.0**	**2.3**

[1] The development, production, and distribution of a Regional Accessibility Transportation Guide and public information in Braille and other alternate forms of transportation

[2] Experiential Sensitivity training to Sound Transit staff, contractors and partner agencies and providing travel training for seniors and people with disability.

[3] Review Sound Transit services and facilities for compliance with ADA Accessibility Design Guidelines and state and local guidelines and funding and managing improvements at existing facilities.

[4] Funding for consultant research efforts which are out-side scope of ADA on-call contracts.

[5] ADA on-call contact

[6] Funding for projects under the Regional Special Needs Transportation Coordination Plan and FindARide.org and providing funding for special needs transportation coalitions in Pierce, King and Snohomish counties.

TRANSPORTATION SERVICES CAPITAL BUDGET

The Transportation Services capital budget includes the capital purchases for fleet vehicles and capital projects associated with assets already placed into service.

There are now several major capital maintenance needs that have been identified in the upcoming five-year planning cycle. One project is to begin replacing the aging ST Express bus fleet. Other projects include major maintenance programs on Sounder locomotives and coaches, and support for maintenance projects at the Tacoma Dome Station garage which have been previously committed to. In addition, participation in upgrading all ST Express partner agency mobile communications systems is programmed over the next few years. The proposed 2008 budget also contains a Small Works capital program to provide funding for small capital projects under $100,000. This program will enable Sound Transit to address those needs expected to arise as operations continue to expand and facilities age. Finally, other on-going programs include CCTV and passenger information systems projects for Sounder stations, and the acquisition and installation of ticket vending machines (TVMs) for Sound Transit rail locations.

Two other projects were added to the Transportation Services capital budget previously: a Talking Signs project, which will provide enhanced accessibility to various Sound Transit facilities throughout the entire system, and a Homeland Security project, which applies federal grants to enhanced security systems for various Sound Transit facilities.

Service Delivery Capital Budget Summary
2008 Budget Summary by Subarea
(in YOE $000s)

Subarea	Proposed 2008 Budget	Proposed 1997-2009 Budget	6-year rolling forecast (2008-2013)
Snohomish County	$ 5,769	$ 19,305	$ 27,579
South King County	3,661	17,521	9,724
East King County	3,026	52,001	48,118
Pierce County	16,612	60,129	40,919
Total	***$ 29,069***	***$ 148,956***	***$ 126,340***

* The 6-year rolling forecast excludes expenditures from 1997-2007.

Changes in the Proposed 2008 Budget—Transportation Services Capital Program

New Projects:

Mobile Communications: During 2007, the Sound Transit Board adopted a budget amendment establishing the creation of a Mobile Communications project, which would fund projects with ST Express' transit partners to replace the existing radio systems on board the ST Express fleet and provide additional customer amenities, such as next stop announcements on board the buses and next bus information boards at transit shelters.

The 2007 Board amendment provided funding for the Pierce Transit project; this proposed budget completes the funding requirements for projects with Community

Transit and King County Metro. Funding of $1.7 million has been transferred from the ST Express Fleet project (project number 290) to provide funding for mobile communications efforts for King County Metro and Community Transit. In addition, a transfer of $2.6 million from the Research and Technology Fund (project number 410), managed under the Transit Vision program is being proposed for 2008. When all three partner mobile communication projects are combined, the total budget is $10.1 million.

Regional Mobility Parking Enhancements: Another project proposed in the 2008 budget is the Regional Mobility Parking Enhancements project. Sound Transit has received a grant of $3.7 million to expand commuter rail parking in the Tacoma-Seattle corridor. This would address one of the key constraints on continuing Sounder ridership growth--that of ensuring customer access to the Sounder stations, where parking is oftentimes at capacity early in the commute day. The local match for this project is $500,000, creating a total project budget of $4.2 million.

Existing Projects:

Bus Maintenance Facility: The budget for bus maintenance facilities has been carried since the inception of the Sound Move plan. After extensive planning and coordination work, a suitable project with Pierce Transit was identified and brought forward to the Board during 2007. Costs and funding were identified in budget amendments in 2007; the PT maintenance facility project will be complete by 2009.

King County Metro costs are not yet fully developed for any maintenance base expansion and are not expected to be available during 2008. For Community Transit, a contribution of $2 million to CT maintenance capacity was made in 1999. Information regarding future maintenance needs at Community Transit is currently being studied, but no funding has been specifically identified.

Additional details about the capital program are available on the following pages.

Service Delivery Capital

2008 Proposed Budget By Equity Area

Subarea	1997 - 2006	2007	2008	2009	2010	2011	2012	Future Years	Total
Snohomish County	11,973	526	5,769	1,038	75	20,547	75	75	40,078
South King County	9,394	2,954	3,661	1,512	353	3,948	125	125	22,072
East King County	48,106	100	3,026	768	1,373	27,319	6,683	8,948	96,325
Pierce County	33,600	9,036	16,612	881	148	13,383	247	9,648	83,554
Service Delivery Capital	103,073	12,616	29,069	4,199	1,949	65,197	7,130	18,796	242,028

2008 Proposed Budget By Phase

Phase	1997-2006	2007	2008	2009	2010	2011	2012	Future Years	Total
10 Agency Administration	1,358	78	290	84	0	569	0	0	2,379
20 Pre-Engineering/Env Review	362	55	96	0	0	0	0	0	513
40 ROW Acquisition and Permits	59	0	2,600	0	0	0	0	0	2,659
50 Construction	11,230	8,233	9,897	3,229	1,949	14,989	475	475	50,476
70 Vehicles	90,063	4,250	16,185	886	0	49,639	6,655	18,321	186,001
Service Delivery Capital	**103,073**	**12,616**	**29,069**	**4,199**	**1,949**	**65,197**	**7,130**	**18,796**	**242,028**

2008 Proposed Budget By Project

Project	1997-2006	2007	2008	2009	2010	2011	2012	Future Years	Total
212 Ticket Vending Machines	6,129	830	650	40	0	30	0	0	7,678
216 Passenger Information System/CCTV	3,773	405	480	0	0	1,573	0	0	6,231
261 Bus Maintenance Facility	2,126	500	3,700	500	0	12,271	0	0	19,097
290 ST Express Fleet Program	90,896	0	6,281	0	0	6,509	0	0	103,686
356 Tacoma Dome Station	0	0	0	0	0	311	0	0	311
701 ST Express Fleet Replacement Program	0	3,850	8,904	0	0	43,130	6,655	18,321	80,861
702 Sounder Fleet Program	148	400	1,000	886	0	0	0	0	2,434
740 Small Works Program	0	450	475	475	475	475	475	475	3,300
741 Auburn Bus Loop Concrete Replacement	2	515	4	0	0	0	0	0	521
743 Homeland Security Enhancements	0	525	25	0	0	0	0	0	550
744 Talking Signs	0	411	973	995	0	0	0	0	2,379
745 ST Express Mobile Communications Projects	0	4,730	2,376	1,303	1,474	898	0	0	10,781
746 Regional Mobility Parking Enhancements	0	0	4,200	0	0	0	0	0	4,200
Service Delivery Capital	**103,073**	**12,616**	**29,069**	**4,199**	**1,949**	**65,197**	**7,130**	**18,796**	**242,028**

Service Delivery Capital

Project

212 Ticket Vending Machines

Description

Scope: 40 Ticket Vending Machines (TVMs) have been purchased and 28 have been installed to date at the 12 Sounder stations. The TVMs are dispersed across the system on the basis of projected ridership. TVMs sell tickets and passes via an interactive touch screen or through the use of a keypad, and where possible are located near the mini-high platforms for the convenience of persons with disabilities. The remaining scope of work is a 2007-08 project to bring the TVMs up to Link and SmartCard standards as well as the remaining installations that are to be performed at Everett, Mukilteo, Edmonds, Tukwila, South Tacoma, and Lakewood. The cost of the installations in approximately $10k per machine.

Summaries

Baseline (in $ 000)	7,678
2007 Current Budget (in $ 000)	7,678
2008 Proposed Budget (in $ 000)	7,678

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	1,159	132	140	40	0	0	0	0	1,471
South King County	2,622	368	220	0	0	0	0	0	3,211
Pierce County	2,348	329	290	0	0	30	0	0	2,997
Total	**6,129**	**830**	**650**	**40**	**0**	**30**	**0**	**0**	**7,678**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	171	0	0	0	0	0	0	0	171
Pre-Engineering/Env Review	150	0	0	0	0	0	0	0	150
Construction	5,807	830	650	40	0	30	0	0	7,357
Total	**6,129**	**830**	**650**	**40**	**0**	**30**	**0**	**0**	**7,678**

Service Delivery Capital

Project

216 Passenger Information System/CCTV

Description

Scope: Sounder is implementing a CCTV and Passenger Information System at all rail stations. The system includes communications for a number of CCTV cameras at each station, audible rail announcements, variable message signs, customer emergency stations, and on-board automated vehicle location. There will be a central control and monitoring system. Completion of the project is dependent upon the schedule for completion of the Lakewood Corridor track and signal improvements, which are now scheduled to be complete in 2011.

Changes since 2007 Budget: $150,000 was added to the project budget to reflect a funding agreement with the City of Lakewood for certain scope items added at the behest of the City.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	6,081
2008 Proposed Budget (in $ 000)	6,231

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	459	0	32	0	0	867	0	0	1,358
South King County	1,532	405	50	0	0	91	0	0	2,078
Pierce County	1,783	0	398	0	0	615	0	0	2,795
Total	**3,773**	**405**	**480**	**0**	**0**	**1,573**	**0**	**0**	**6,231**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	203	0	2	0	0	12	0	0	216
Pre-Engineering/Env Review	204	0	16	0	0	0	0	0	221
Construction	3,366	405	461	0	0	1,561	0	0	5,793
Total	**3,773**	**405**	**480**	**0**	**0**	**1,573**	**0**	**0**	**6,231**

Service Delivery Capital

Project

261 Bus Maintenance Facility

Description

The bus maintenance facility budget contains funds for expansion of ST's fleet maintenance capacity.

A project scope has been negotiated with Pierce Transit to accommodate the ST Express fleet needs. The budget for this part of the Bus Maintenance Facility is $4,700,000. This is a capped contribution amount.

Funding for future maintenance capacity projects has been moved to 2011. As near-term maintenance capacity investments may be identified, funding may be re-programmed to earlier years.

Changes since 2007 Budget: Resolution R2007-11 moved $2,250,000 out of the East King County subarea portion of this project budget and into the ST Express Fleet Program (project number 290). Resolution R2007-17 transferred $4,520,000 out of the Maintenance Facility project to fund Mobile Communications needs with Pierce Transit (project number 745).

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	19,097
2008 Proposed Budget (in $ 000)	19,097

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	2,007	0	0	0	0	0	0	0	2,007
South King County	10	59	433	59	0	2,301	0	0	2,861
East King County	102	0	0	0	0	7,962	0	0	8,064
Pierce County	7	442	3,267	442	0	2,007	0	0	6,164
Total	**2,126**	**500**	**3,700**	**500**	**0**	**12,271**	**0**	**0**	**19,097**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	3	0	0	0	0	557	0	0	560
Pre-Engineering/Env Review	7	0	0	0	0	0	0	0	7
ROW Acquisition and Permits	59	0	0	0	0	0	0	0	59
Construction	2,057	500	3,700	500	0	11,713	0	0	18,470
Total	**2,126**	**500**	**3,700**	**500**	**0**	**12,271**	**0**	**0**	**19,097**

Service Delivery Capital

Project

290 ST Express Fleet Program

Description

The budget for vehicles reflects capital costs for the acquisition and start-up of new ST Express buses. Buses are purchased by Sound Transit and then operated and maintained by the partner agencies. Sound Transit funds the acquisition costs of the fleet as well as major maintenance programs through the ST Express Fleet Program.

There were two procurements taken to the Board in 2007. Through Motion M2007-65, ten buses will be added to the Community Transit-operated fleet and through Motion M2007-76 two diesel hybrid atrticulated buses will be acquired to be operated by King County Metro. Both procurements will be delivered in 2008. After these two procurements, the total ST Express fleet will number 240 buses and no further purchases will be included in the ST Express Fleet Program.

Changes Since 2007 Budget: Resolution R2007-10 moved $2,000,000 out of the South King County subarea portion of this project budget and into the ST Express Fleet Replacement Program (project number 701). Resolution R2007-11 moved $2,250,000 into the East King County subarea portion of the project budget from the ST Express Maintenance Facility project (project number 261).

Changes Proposed in the 2008 Budget: Funding of $2,422,641 is proposed to be transferred from the Fleet Program, which will be substantially complete at the end of 2008, to the Mobile Communications Project (project number 745) to partially fund projects with King County Metro and Community Transit.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	105,407
2008 Proposed Budget (in $ 000)	103,686

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	8,306	0	3,743	0	0	3,205	0	0	15,254
South King County	5,170	0	272	0	0	784	0	0	6,226
East King County	48,004	0	2,239	0	0	5	0	0	50,248
Pierce County	29,415	0	27	0	0	2,515	0	0	31,957
Total	**90,896**	**0**	**6,281**	**0**	**0**	**6,509**	**0**	**0**	**103,686**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	980	0	0	0	0	0	0	0	980
Vehicles	89,916	0	6,281	0	0	6,509	0	0	102,706
Total	**90,896**	**0**	**6,281**	**0**	**0**	**6,509**	**0**	**0**	**103,686**

Service Delivery Capital

Project

356 Tacoma Dome Station

Description

The Tacoma Dome Station project was completed in 2002. Per agreement, Sound Transit has maintained a capital budget for major maintenance which may be necessary during the useful life of the facility. Current projections are for spending to be programmed after 2008.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	311
2008 Proposed Budget (in $ 000)	311

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Pierce County	0	0	0	0	0	311	0	0	311
Total	**0**	**0**	**0**	**0**	**0**	**311**	**0**	**0**	**311**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Construction	0	0	0	0	0	311	0	0	311
Total	**0**	**0**	**0**	**0**	**0**	**311**	**0**	**0**	**311**

Service Delivery Capital

Project

701 ST Express Fleet Replacement Program

Description

This project details the necessary bus replacement program for the ST Express fleet. This program is separate from the original bus procurement project (#290), which funds the original acquisition of the ST Express fleet.

Current assumptions include:
(1) Replacement of 27 CNG buses operated by Pierce Transit with 7 MCI diesel buses and 20 Gillig Phantom 40 foot diesel buses. The MCIs will be delivered in Q4 2007 and the Gilligs will be delivered in 2008. These purchases were authorized by the Board in 2007.

(2) Budgets have been added in 2011 to reflect the first replacement of approximately 100 buses that were acquired in 1999. The specific timing and fleet mix of these acquisitions will be further defined in future SIPs.

Acquisition of the replacement fleet would only occur upon approval by the Sound Transit Board. Note that the budget listed in this project covers just the planning horizon through 2013. Additional replacement purchases will need to be included in future budgets and will be funded through the Capital Replacement Fund.

Changes since 2007 Budget: Resolution R2007-10 added $2.0 million to the South King County subarea portion of this project. In addition, the planning horizon has been extended through 2013.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	65,090
2008 Proposed Budget (in $ 000)	80,861

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	0	0	0	0	0	16,400	0	0	16,400
South King County	0	450	1,042	0	0	508	0	0	2,000
East King County	0	0	0	0	0	18,456	6,533	8,798	33,787
Pierce County	0	3,400	7,863	0	0	7,767	122	9,523	28,674
Total	**0**	**3,850**	**8,904**	**0**	**0**	**43,130**	**6,655**	**18,321**	**80,861**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Vehicles	0	3,850	8,904	0	0	43,130	6,655	18,321	80,861
Total	**0**	**3,850**	**8,904**	**0**	**0**	**43,130**	**6,655**	**18,321**	**80,861**

Service Delivery Capital

Project

702 Sounder Fleet Program

Description

This project was created in 2005 to cover major capital replacement cycles and spare parts acquisitions for the Sounder locomotives and coaches. These funds will be set aside to pay for future capital projects for Sounder vehicles, including major component acquisitions, such as auxiliary power units and turbochargers.

The planning horizon for this project covers the period through 2013. There will be future needs for capital replacement which will occur outside this planning horizon. These needs are funded through the Capital Replacement Fund.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	2,434
2008 Proposed Budget (in $ 000)	2,434

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	43	106	300	323	0	0	0	0	772
South King County	58	146	400	265	0	0	0	0	869
Pierce County	47	148	300	298	0	0	0	0	793
Total	**148**	**400**	**1,000**	**886**	**0**	**0**	**0**	**0**	**2,434**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Vehicles	148	400	1,000	886	0	0	0	0	2,434
Total	**148**	**400**	**1,000**	**886**	**0**	**0**	**0**	**0**	**2,434**

Service Delivery Capital

Project

740 Small Works Program

Description

This budget was created in the 2006 budget to fund the projected costs of capital improvements to be performed at sites throughout the service area.

The budget is based on number of sites maintained, age of facilities and amount of use.

Individual projects with a project cost not exceeding $100,000 can be included in the Small Works project allocation. Once the project cost exceeds $100,000 it must be specifically identified in the capital plan.

Changes since the 2007 Budget: The planning horizon has been extended to 2013.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	2,630
2008 Proposed Budget (in $ 000)	3,300

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	0	75	75	75	75	75	75	75	525
South King County	0	125	125	125	125	125	125	125	875
East King County	0	100	150	150	150	150	150	150	1,000
Pierce County	0	150	125	125	125	125	125	125	900
Total	**0**	**450**	**475**	**475**	**475**	**475**	**475**	**475**	**3,300**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Construction	0	450	475	475	475	475	475	475	3,300
Total	**0**	**450**	**475**	**475**	**475**	**475**	**475**	**475**	**3,300**

Service Delivery Capital

Project

741 Auburn Bus Loop Concrete Replacement

Description

The concrete bus loop has eroded at Auburn Station. To reduce the long-term maintenance costs associated with this location, staff proposes to redo the entire concrete bus loop. Upon approval of a contract by the board, this project will be completed in the span of approximately one month.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	521
2008 Proposed Budget (in $ 000)	521

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
South King County	2	515	4	0	0	0	0	0	521
Total	**2**	**515**	**4**	**0**	**0**	**0**	**0**	**0**	**521**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	2	20	4	0	0	0	0	0	26
Pre-Engineering/Env Review	0	25	0	0	0	0	0	0	25
Construction	0	470	0	0	0	0	0	0	470
Total	**2**	**515**	**4**	**0**	**0**	**0**	**0**	**0**	**521**

Service Delivery Capital

Project

743 Homeland Security Enhancements

Description

This project was created by Board Resolution R2006-16. It funds the enhancements to existing security systems at Sounder parking garages, the Tacoma Link O&M facility and Union Station. The project includes closed circuit television enhancements. This project is funded by federal grants and will be complete in late 2007.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	550
2008 Proposed Budget (in $ 000)	550

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
South King County	0	290	25	0	0	0	0	0	315
Pierce County	0	236	0	0	0	0	0	0	236
Total	**0**	**525**	**25**	**0**	**0**	**0**	**0**	**0**	**550**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	0	20	5	0	0	0	0	0	25
Pre-Engineering/Env Review	0	30	5	0	0	0	0	0	35
Construction	0	475	15	0	0	0	0	0	490
Total	**0**	**525**	**25**	**0**	**0**	**0**	**0**	**0**	**550**

Service Delivery Capital

Project

744 Talking Signs

Description

This project was created in late 2006 to receive federal funds to implement improvements to transit accessibility throughout the region in the form of "talking signs". The local match will be approximately $400,000.

The Talking Signs project utilizes Remote Intrafred Audible Signage (RIAS) technology to provide way-finding and information to people who have visual, cognitive, or learning disabilities. The plan calls for installation of this technology at nine regional, multimodal transit facilities. RIAS is a system of infrared transmitters and receivers installed on features such as elevators, stairs and ticket vending machines. The receivers pick up voice messages from the transmitters and then guide the users through the envrironment.

Improvements will be spread throughout the region and funds are programmed in accordance with the three-year implementation plan. Work to be completed through the end of 2008 includes installation at Everett Station, Tacoma Dome Station, King Street Station, Overlake Transit Center, Bellevue Transit Center and Lynnwood Transit Center.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	2,379
2008 Proposed Budget (in $ 000)	2,379

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	0	213	513	8	0	0	0	0	733
South King County	0	43	41	972	0	0	0	0	1,057
East King County	0	0	254	8	0	0	0	0	262
Pierce County	0	155	165	8	0	0	0	0	328
Total	**0**	**411**	**973**	**995**	**0**	**0**	**0**	**0**	**2,379**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	0	38	129	84	0	0	0	0	251
Construction	0	374	844	911	0	0	0	0	2,129
Total	**0**	**411**	**973**	**995**	**0**	**0**	**0**	**0**	**2,379**

Service Delivery Capital

Project

745 ST Express Mobile Communications Projects

Description

As part of the operation of the Sound Move ST Express bus fleet, mobile communications are necessary to ensure driver and passenger safety, to enhance the customer service information, and to improve the information available to the service planning funciton. The existing mobile communications systems are aging and in need of upgrades. Each partner has proposed a program which ST Express will participate in. Funding for each project is based on the amount of service provided by that partner to each subarea.

Changes since the 2007 budget: Resolution R2007-17 created this project and funded the Pierce Transit portion of the scope of work through a budget amendment of $5,720,000, of which $1,200,000 came from the Research and Technology Fund (project number 410) and $4,520,000 was transferred from the Bus Maintenance Facility Project (project number 261).

Changes Proposed in the 2008 Budget:
[1] A budget transfer of $2,638,386 from the Research and Technology Fund (project number 410) to fund a portion of the King County Metro and Community Transit proposed projects.
[2] A budget transfer of $2,422,641 from the ST Express Fleet Program (project number 290) to fund a portion of the King County Metro and Community Transit proposed projects.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	5,720
2008 Proposed Budget (in $ 000)	10,781

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	0	0	965	592	0	0	0	0	1,557
South King County	0	553	150	91	228	139	0	0	1,160
East King County	0	0	383	611	1,223	746	0	0	2,963
Pierce County	0	4,177	878	9	23	14	0	0	5,100
Total	**0**	**4,730**	**2,376**	**1,303**	**1,474**	**898**	**0**	**0**	**10,781**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Construction	0	4,730	2,376	1,303	1,474	898	0	0	10,781
Total	**0**	**4,730**	**2,376**	**1,303**	**1,474**	**898**	**0**	**0**	**10,781**

Service Delivery Capital

Project

746 Regional Mobility Parking Enhancements

Description

In 2007 Sound Transit received a Regional Mobility grant in the amount of $3.7 million to expand commuter rail parking in the Tacoma-Seattle Corridor. The local match for this grant is $500k. The funding will be used to expand capacity at Sumner, Puyallup, or Auburn Stations. The specific parcels are still being selected for acquisition. Upon acquisition, the parcels will be cleared and converted to use for parking. Up to 285 parking stalls would be added to the inventory available for Sounder customers.

All funds need be spent by the end of 2009.

Changes Proposed in the 2008 Budget: This is a new project in the 2008 budget.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	0
2008 Proposed Budget (in $ 000)	4,200

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
South King County	0	0	900	0	0	0	0	0	900
Pierce County	0	0	3,300	0	0	0	0	0	3,300
Total	**0**	**0**	**4,200**	**0**	**0**	**0**	**0**	**0**	**4,200**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	0	0	150	0	0	0	0	0	150
Pre-Engineering/Env Review	0	0	75	0	0	0	0	0	75
ROW Acquisition and Permits	0	0	2,600	0	0	0	0	0	2,600
Construction	0	0	1,375	0	0	0	0	0	1,375
Total	**0**	**0**	**4,200**	**0**	**0**	**0**	**0**	**0**	**4,200**

PROJECT DELIVERY

PROGRAM SUMMARY

The Link light rail, Sounder commuter rail, and Regional Express programs each have a 1997-2016 capital spending plan, including a project-by-project listing of capital outlays. These plans include the costs for building the initial Phase 1 *Sound Move* projects, plus any changes to *Sound Move* adopted by the board. A map illustrating these capital projects is included in each department's budget summary. Capital programs managed by corporate departments are listed with the managing department under the Agency Operations tab.

In accordance with adopted agency budget policies, each capital project is assigned a baseline budget as adopted by the board. This budget reflects the cost estimate for a project when: 1) Preliminary Engineering has reached 30 percent, 2) key third party requirements are finalized, 3) right-of-way plans are established, 4) Record of Decision (ROD)/Finding of No Significant Impact (FONSI) has been issued, and 5) a single well-defined scope is to be advanced into final design. The individual capital budget pages reflect baseline budgets for those projects that have met the established baseline criteria.

Risk Assessments

The Proposed 2008 Budget also contains risk assessments for active capital projects. These assessments identify project risk factors that have potential scope, budget, and schedule implications. In some cases, a great deal is known about the project scope, location and community expectations, and the public process for permitting and local jurisdictional participation is advanced. However, other projects are earlier in the planning stages, and environmental factors, community input, engineering modifications, or other changes could substantially alter the scheduled outlay of funds.

Budget Risk

- *Status:* Current status of project, including conceptual engineering (CE), preliminary engineering/environmental design (PE/ED), final design (FD), start-up, construction (CO), and not initiated.
- *Type of budget estimate:* Identifies the type of budget estimate that is currently being used for the project. These include: allocation ("round number" project budgets agreed upon by stakeholders during the development of *Sound Move*), planning (preliminary conceptual estimate developed for specific sites based on limited project information), conceptual engineering, scoping (estimate based on itemized right-of-way and construction costs on an estimated unit price), PE/ED (estimate based on preliminary engineering/environmental design), and construction (estimate based on full design drawings, specifications, and known unit prices).
- *Budget risk level:* Overall risk level for project, classified as high, medium, or low.
- *Right-of-way costs:* A check mark indicates those projects with potential for higher than budgeted right-of-way costs.
- *Scope Escalation/Change:* A check mark indicates those projects that may not be able to absorb additional costs and changes desired by all parties.
- *Design and Environmental Requirements:* A check mark indicates those projects with outstanding unresolved issues related to design or environmental requirements.
- *Unexpected Finding During Engineering:* A check mark indicates those projects which had an unexpected issue arise related to engineering.

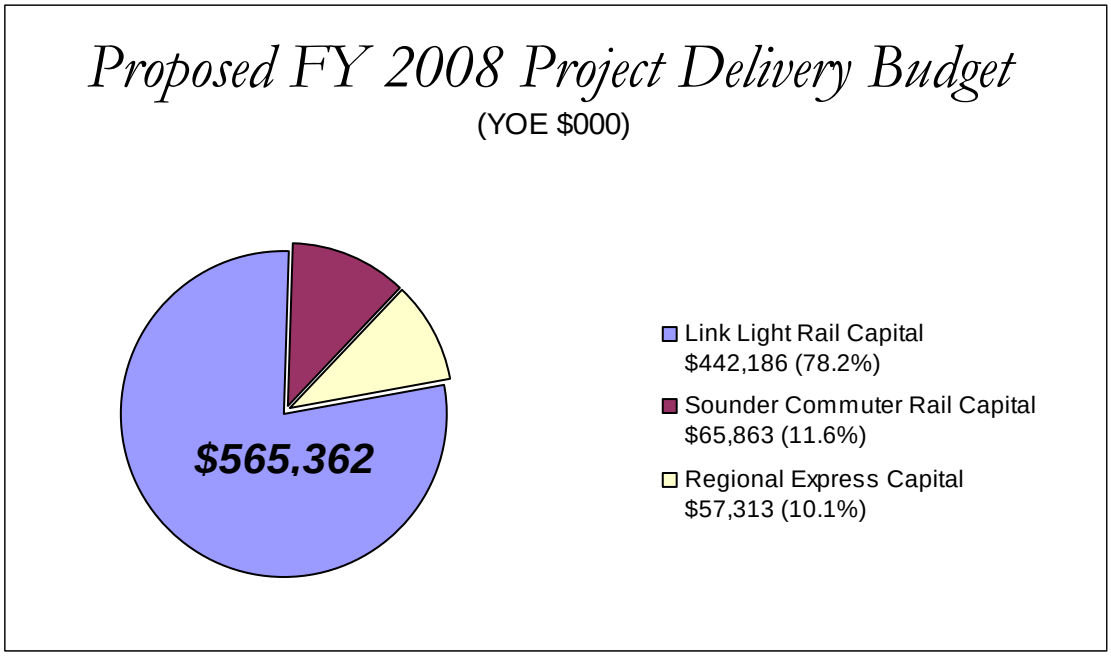
- *Limited Budget Basis:* A check mark indicates those projects which are currently only developed to a conceptual level.
- *Shared Project Funding:* A check mark indicates those projects which rely, not only on Sound Transit funding, but also on outside party funding for a portion of the project.
- *Utilities Relocation:* A check mark indicates those projects that had undefined utility relocation issues.
- *Project Location:* A check mark indicates those projects which have unresolved location issues.
- *Coordination:* A check mark indicates those projects with community issues or conflicts and difficult project interfaces with other parties.

Schedule Risk

- *Risk level:* Overall risk level for project classified as high, medium or low, depending on the nature and complexity of the issues related to the project.
- *2007 Budget schedule:* The schedule for start of service in the 2007 Budget.
- *Proposed 2008 Budget schedule:* The schedule for start of service in the Proposed 2008 Budget.

Spending the Proposed 2008 Capital Budget

Sound Transit anticipates spending approximately $565.4 million in capital outlays in 2008 for the three project delivery programs. This budget is the result of a detailed estimate of the amount the agency will spend on each capital project by phase (design, construction, right-of-way, etc.).



The Proposed 2008 Budget also contains Sound Transit's capital spending plan (1997-2016) with detailed expenses on capital assets for each project in Phase 1 of *Sound Move*. The major elements of this capital spending are discussed below.

Project Delivery
2008 Capital Budget Summary

	Proposed 2008 Budget	Proposed 1997-2016 Budget
Link light rail	$ 442,185,958	$ 4,107,234,744
Sounder commuter rail	65,862,500	1,214,980,345
Regional Express bus	57,313,289	785,241,557
Total	***$ 565,361,748***	***$ 6,107,456,647***

Included within this chapter is:

- **Link light rail**, consisting of $442.2 million in capital outlays in 2008 and $4.1 billion in the total lifetime capital spending plan.
- **Sounder commuter rail**, consisting of $65.9 million in capital outlays in 2008 and a total lifetime capital spending plan of $1.2 billion.
- **Regional Express,** consisting of $57.3 million in capital outlays in 2008, and a total lifetime capital spending plan of $785.2 million.

LINK LIGHT RAIL PROGRAM SUMMARY

Light rail is part of a regional high-capacity transit network that was approved by Puget Sound voters in 1996. It includes a 24-mile Central Link system connecting Seattle, Tukwila, and SeaTac. Downtown Tacoma is served by a 1.6-mile Tacoma Link light rail line. This transportation investment provides a stepping stone for expansion. The ST2 Plan would extend the system north to Ash Way in Snohomish County, south to the City of Tacoma and east to Overlake.

Central Link light rail will create a new transportation corridor where it is needed most—in the major population and employment centers where existing roads and bus services are already at capacity during peak travel times.

The Initial Segment will extend from the Tukwila International Boulevard Station in Tukwila and move through Tukwila and Rainier Valley on elevated and street-level tracks. It will pass through Beacon Hill in a tunnel and emerge south of downtown Seattle. It will then continue north alongside the existing E-3 Busway and into the Downtown Seattle Transit Tunnel to Westlake Station. A stub tunnel will extend under Pine Street. Buses and rail will operate jointly in the downtown tunnel. The Initial Segment is scheduled to start revenue service in the summer of 2009.

The Airport Link project will connect the Tukwila International Boulevard Station in Tukwila on elevated and at-grade tracks into the city of SeaTac to a light rail station at the NE corner of the parking garage at Sea-Tac International Airport. Airport Link is scheduled to be constructed and operated as part of the Central Link Light Rail Project by the end of 2009.

North of downtown Seattle, the University Link project route will consist of a new tunnel to a station on Capitol Hill and under the Montlake Cut to the University of Washington Station near Husky Stadium. University Link is expected to start construction in late 2008 and open for revenue service in 2016.

Tacoma Link opened on August 22, 2003, and connects downtown Tacoma with a regional transit center at the Tacoma Dome Station. Riders can transfer to Sounder commuter rail, ST Express regional buses, or local Pierce Transit buses. Five stations along the line serve major city destinations such as the theater district, history museum, University of Washington branch campus, and the commercial core.

East Link has begun project development and the environmental process. The East Link corridor extends from the Central Link International District Station in Seattle to Redmond via I-90, Mercer Island and Bellevue.

The Route and Stations

Central Link

Seattle's unique topography and environmental constraints are among the reasons light rail was chosen as the best option to meet the region's transportation needs. Seattle's topography requires that a transit system be capable of running in tunnels, along hills, and on elevated tracks as well as at street level. Of the 14-mile Initial Segment, 2.5 miles consist of existing and new tunnels. Five miles are elevated and 6.5 miles are at-grade. When Central Link is completed, light rail trains will offer generations of passengers a congestion-free alternative to driving with service to a number of destinations, including colleges, hospitals, employment centers and Sea-Tac Airport.

Central Link's Final Environmental Impact Statement (EIS) was completed and published in the fall of 1999. The Sound Transit Board selected a project with a route between Sea-Tac and the University District in November 1999. Subsequent to that action, the Central Link project was divided into three separate segments for implementation: the Initial Segment, Airport Link and North Link. Sound Transit is working with neighborhoods, architects, artists and cities to make sure the light rail system and stations along the Central Link line are important assets to each community.

The Initial Segment, Airport Link, and North Link, are discussed below.

Initial Segment

In November 2001, after publication of the Tukwila Freeway route Final Supplemental EIS and Initial Segment SEPA Addendum updating the Central Link Final EIS, the Sound Transit Board selected an initial segment of the Central Link project to be constructed from downtown Seattle to South 154th Street in Tukwila, with a bus shuttle connecting to Sea-Tac Airport. Construction of the Initial Segment is over 75% complete and it is on track to open for revenue service by July 2009.

Downtown Seattle to South Downtown

The Initial Segment will start in a new cut-and-cover tunnel under Pine Street and travel through the Downtown Seattle Transit Tunnel utilizing existing stations at Westlake, University Street, Pioneer Square, and the International District. Light rail and bus service will operate jointly within the Downtown Seattle Transit Tunnel. The Convention Place Station will not serve rail patrons, but will continue to serve bus passengers.

From the International District Station, the route will extend south along the east side of the Metro E-3 Busway to the Stadium Station south of Royal Brougham Way, continuing to the SODO Station north of Lander Street. After crossing Lander Street at-grade, it transitions to elevated track before turning east. It will travel on the elevated tracks along the south side of Forest Street and cross over Airport Way. An operations and maintenance facility has been constructed south of South Forest Street and west of Airport Way on site of the old Rainier bottling plant south of downtown Seattle.

Beacon Hill

The light rail route will enter Beacon Hill in a tunnel that will start under Interstate 5 and continue approximately one mile to the east where it will emerge at McClellan Street and 25th Avenue. The deep subway Beacon Hill Station with elevator access only, will be located at the intersection of Lander Street and Beacon Avenue.

Rainier Valley

The light rail route will emerge from the Beacon Hill tunnel to an elevated station at South McClellan Street. The route will continue on elevated tracks to South Walden Street, and then run at street level in a center median of Martin Luther King Jr. Way South to a point just north of the Boeing Access Road.

The Mount Baker Station at McClellan and the at-grade Columbia City Station, Othello Station, and Rainier Beach Station will benefit Rainier Valley neighborhoods, including Beacon Hill, Mount Baker, Rainier Vista, Columbia City, Brighton, New Holly Park, Dunlap, and Rainier Beach.

Tukwila

In November 1999, the Sound Transit Board proposed a light rail route through Tukwila. In November 2001, the board selected a different route, the Tukwila Freeway Route, which was recommended by the City of Tukwila. The route crosses I-5 on the south side of Boeing Access Road and then travels on elevated tracks along the west side of East Marginal Way, crossing over the Duwamish River and State Route 599. The route will continue in a combination of elevated tracks and short at-grade sections on the west side of State Route 599, then along the west side of Interstate 5. Near South 151st Street, the route will turn west on elevated tracks along the north of State Route 518 to the Tukwila International Boulevard Station and park-and-ride lot at South 154th Street. A bus shuttle will provide a direct connection with Sea-Tac Airport until light rail service is extended to the airport (see Airport Link section below).

Airport Link

In November 1999, the Sound Transit Board selected a light rail alignment that included an airport station connecting with the previously proposed North End Airport Terminal. The North End Airport Terminal project was canceled by the Port of Seattle and alternative expansion plans for airport facilities are under construction.

In July 2005, the Sound Transit Board selected a new alignment, the Airport Link route and stations extending the Initial Segment from South 154th Street to South 200th Street. The board also selected the project to the Airport Station to be constructed and in operation by the end of 2009. This project continues south from the Tukwila International Boulevard Station on an elevated structure, crosses over SR-518, and transitions to grade north of the South 160th Street bridge. As of August 2007, civil construction on this portion of the Airport Link project is approximately 70% complete. The alignment continues south in the median of the realigned North Airport Expressway, crosses over South 170th Street and continues on an elevated structure to the site of the light rail station near the main terminal/garage of Sea-Tac International Airport. As of August 2007, civil construction on this portion of the Airport Link project is approximately 45% complete.

The remaining Airport Link civil construction is the SeaTac/Airport light rail station, rail installation, pedestrian bridge(s), and a pick-up and drop-off plaza located on the east side of International Boulevard in the City of SeaTac. In July 2007, Sound Transit awarded a portion of the SeaTac/Airport light rail station (Concrete and Trackwork). Redesign on the balance of the station and associated facilities (Station Finishes) is underway in an effort to reduce the overall cost of the project, while maintaining the station's functionality and aesthetic quality. This redesign effort will not be completed prior to the initiation of the 2008 budget adoption process.

However, at the completion of this redesign effort, a new cost to complete estimate will be prepared and will form the basis for a future budget amendment for the Airport Link project.

North Link – University Link

In September 2001, the board directed staff to initiate a process for developing a North Link Supplemental Environmental Impact Statement and design effort to reconsider routes between downtown Seattle and Northgate. The North Link Final Supplemental EIS was completed in April 2006. That same month the Sound Transit Board selected the North Link project route to Northgate and selected the University Link portion of North Link from downtown Seattle to the University of Washington Station as the first phase of North Link for implementation and which assumes New Starts funding from FTA. The University Link project has received an overall rating of "high" from the FTA which is the highest possible rating under the Section 5309 New Starts criteria. Construction is expected to begin in late 2008 or early 2009 with operations beginning in 2016.

University Link is a three mile light rail extension that will tunnel east from the Downtown Seattle Transit Tunnel (DSTT), cross under I-5 and proceed east and then north to a Capitol Hill Station serving the First Hill/Capitol Hill urban center. The tunnel route would then cross under the ship canal to an interim terminus at the University of Washington station at Husky Stadium, serving the University of Washington campus and the surrounding neighborhoods.

The ST2 Plan calls for extending light rail to the Northgate as a first priority. North from the University of Washington Station, the tunnel route would continue to a Brooklyn Station serving the University business district, surrounding residential neighborhood and north University of Washington campus. The light rail route would then continue north in a tunnel to the Roosevelt station serving the Roosevelt commercial area, continuing along the east side of I-5 to a Northgate Station that would provide access to bus transfers at the Northgate Transit Center and to adjacent park-and-ride facilities.

Tacoma Link

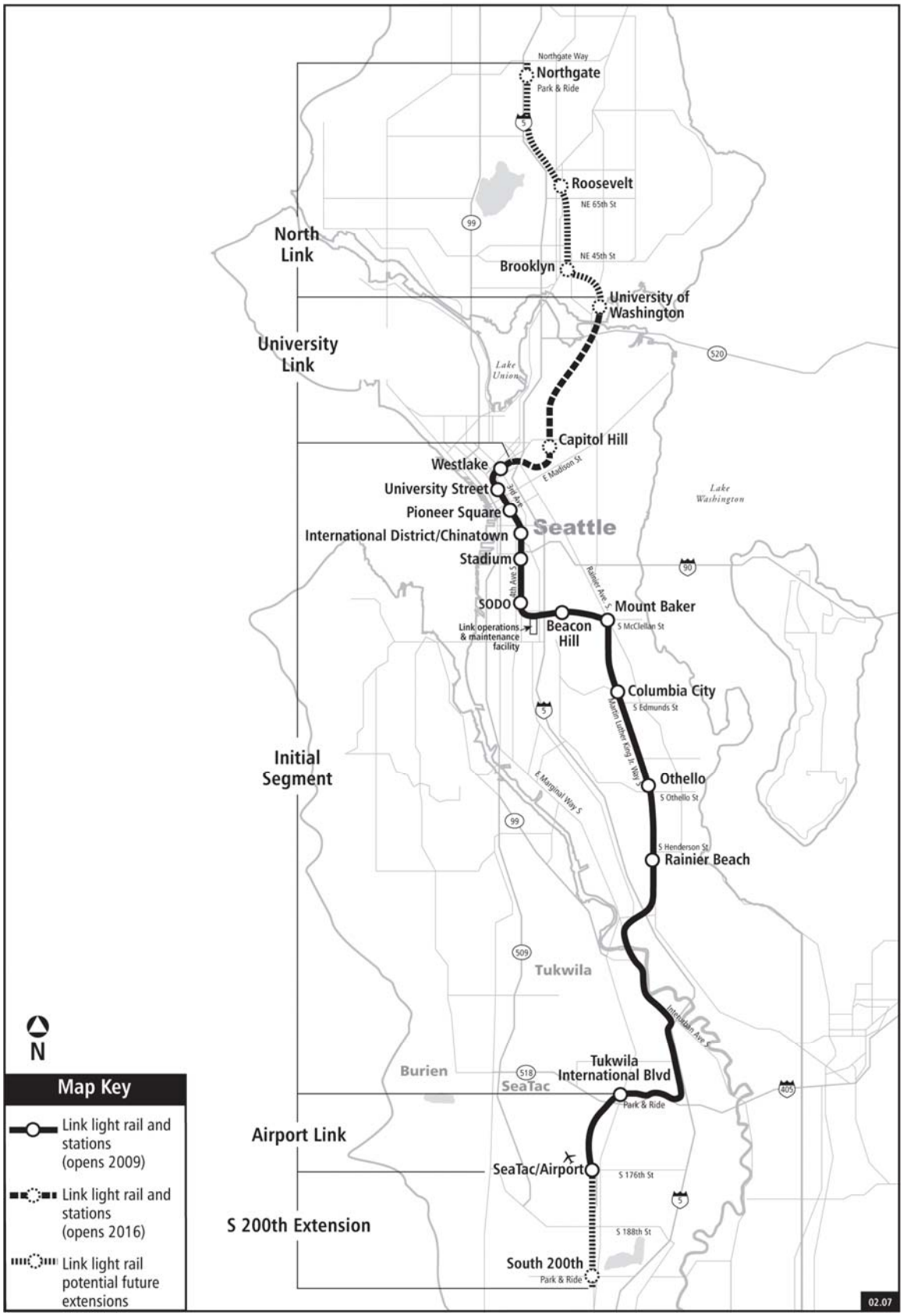
Tacoma Link is a 1.6-mile line that connects downtown Tacoma and the Tacoma Dome Station. The route is essentially L-shaped, extending south from South Ninth Street along Commerce Street. It then transitions over to Pacific Avenue near South 17th Street, and continues south. At South 25th Street, the route turns east to the Tacoma Dome Station. The line is a double track from South Ninth Street to a point just south of South Union Station/South 19th Station on Pacific Avenue. There it becomes a single track to the Tacoma Dome Station.

Five stations along the line serve major city destinations: 1) Theater District/South Ninth Station, 2) Convention Place/South 15th Station, 3) Union Station/South 19th Station, 4) South 25th Station, and 5) the Tacoma Dome Station. They serve city destinations that include the theater district, history museum, University of Washington Branch Campus, and the commercial core. A light rail operations and maintenance facility has been constructed near the Tacoma Dome Station, where light rail vehicles are serviced and stored at night.

East Link

East Link is a project within the adopted ST2 Plan that voters will be considering in November 2007. It is currently in the project development and environmental phase. The scoping process was completed in late 2006, and the Sound Transit Board selected the alignments that will be studied in the EIS in December 2006. The 19-mile East Link project extends from the Central Link International District Station in downtown Seattle to Redmond via I-90, Mercer Island and Bellevue. The project will serve the transit destinations of downtown Seattle, Mercer Island, downtown Bellevue, and Overlake in Redmond. Additional transit markets to be served include Rainier Avenue, Mercer Island, south Bellevue, and the Bel-Red Corridor.

LINK LIGHT RAIL



Link 2008 Activities

The primary Central Link activities in 2008 will be continuing construction of the entire 14-mile Initial Segment from downtown Seattle to Tukwila, construction of Airport Link, continuing final design for University Link and advancing the EIS and conceptual design for East Link.

The Link Executive Director's Office will continue to provide oversight and direction for the Initial Segment, Airport Link, University Link Final Design, and East Link projects. A primary focus will be on civil/systems integration and the testing and start-up of the Initial Segment service in 2009.

Civil Engineering tasks will include: a) necessary support of construction contracts, b) coordinating with partner cities to address utilities, traffic circulation, and other design issues, c) advancing civil final design for University Link and, d) support for East Link project development and environmental review.

Systems Engineering tasks will further include: a) management of contracts for light rail vehicle, signals, communications, and traction power, b) providing systems engineering design support for civil line section construction, c) beginning systems final design for University Link, and d) support for East Link project development and environmental review.

Community Outreach staff will inform the public about light rail project plans, designs, and construction details. They will work closely with affected communities to address concerns and potential project impacts.

Project Control staff will continue to report up-to-date information on cost, schedule, and scope of all Link projects to support project decision making and help assess project performance. During the ongoing construction of the Initial Segment, continued focus will be placed on the configuration management process. This will assure that construction changes are effectively managed and coordinated. For the University Link project, the Project Control effort will focus on the refinement of cost estimates, schedule, and risk assessment to baseline the project budget, and schedules to be used for FFGA application. The Project Control effort for the Airport Link project will focus on the continued tracking and monitoring of budget and schedule performance, including coordination of schedules with the Port of Seattle, and supporting construction. For East Link, Project Control will support preparation of cost estimates for the conceptual design of the EIS alternatives.

Project Development staff will continue to facilitate design development by coordinating with all Link divisions and project partners. They will support the board's decision-making process by providing materials and briefings. The division will support the University Link final design and the federal Full Funding Grant Agreement application and manage the East Link project. Finally, Project Development staff will support federal communications and reporting, and negotiate and manage third-party agreements.

Link Environmental staff will continue to track the required mitigation measures and compile the quarterly reports for the Federal Transit Administration and implement wetland and historic mitigation measures for the Initial Segment, University Link and Airport Link projects. They will direct environmental permitting for University Link. They will manage the environmental process for the East Link EIS. The Environmental Division will also support Operations to identify and implement operational environmental requirements in preparation for opening of the Initial Segment in 2009.

Link Real Estate staff will continue to provide real estate support as needed on the Initial Segment. As part of this effort, close out of temporary construction easements for those no longer needed will be coordinated with property owners and the City of Seattle. Property transfers to the City of Seattle along MLK Jr. Way S. will also be concluded in 2008. Property

acquisitions for the Tukwila Segment will be finalized through agreements or through the legal process if necessary. A property transaction conveying property to the City of Sea Tac will be finalized in conjunction with the Airport Link project. Property acquisition and relocation for University Link consisting of 19 full parcels for Capitol Hill Station and staging and over 200 tunnel easements and other property interests between the Downtown Seattle Transit Tunnel and the University of Washington will be acquired in 2008. The relocation of 90 residential 45 businesses will continue through fall of 2008. Environmental due diligence will continue particularly in the Capitol Hill area as buildings are vacated and better access to the sites can be secured for additional environmental testing. Link Real Estate continues to provide real estate and relocation information and support for various alignments under consideration for East Link and other ST2 projects. In addition to providing real estate services for Link projects, Link Real Estate also acquires property rights as needed for Regional Express and Sounder Commuter Rail projects.

Link Capital Plan

The Proposed 2008 lifetime budget of $4.1 billion for the Link Program contains the following four capital project budgets: 1) $80.4 million for Tacoma Link which is complete, 2) $243.6 million for Airport Link, 3) $2.2 billion for the Initial Segment which includes a program reserve of $128 million, and the $24.9 million payment to King County Metro for debt service related to the transfer of the Downtown Seattle Transit Tunnel (DSST) and, 4) $1.56 billion for University Link and the two other segments of North Link: from the University of Washington Station to Brooklyn Station at NE 45th Street which includes historic costs associated with the previous work in this corridor, and Northgate to 45th Street.

The Proposed 2008 Budget for Link contains annual expenditures in the amount of $442.2 million. Of this amount, $233.4 million is for the Initial Segment, where construction continues along the 14-mile corridor between Seattle and South 154th Street in Tukwila. With construction for the operations and maintenance facility complete, and the Downtown Seattle Transit Tunnel (DSTT) reopened in 2007, ongoing construction is in the Rainier Valley, Beacon Hill Tunnel, and Tukwila Freeway segments, and follow-on systems work. Light rail vehicle manufacturing, assembly, and testing also continue in 2008.

North Link annual expenditures in 2008 are projected to be $113.8 million. Of this amount, just over $94 million is to complete final design and to acquire property that will be required for construction staging for the University Link project which extends from the Pine Street Stub Tunnel (PSST) to the University of Washington Station,. Remaining expenditures are associated with ongoing activities for North Link from the University of Washington Station to Northgate.

Airport Link annual expenditures are projected at $95.0 million, with active construction underway along the entire alignment from the International Boulevard Station at 154th Street in Tukwila to the station at SeaTac International Airport.

Project close-out for Tacoma Link is expected by year-end 2007.

Changes in the Proposed 2008 Budget

Project Changes

The Proposed 2008 lifetime budget reflects no modifications to Link projects.

Budget Changes

The Proposed 2008 lifetime budget (1997–2016) for the Link Program reflects no modifications to total project budgets in the adopted 2007 lifetime budget.

The University Link project budget will be updated to reflect the baseline cost estimate which will be considered by the Sound Transit Board for adoption in September 2007 prior to FFGA application.

Initial Segment project lifetime subarea budgets for North King County and South King County reflect the sum of actual lifetime outlays by subarea through 2006, plus estimated costs to complete distributed by subarea in accordance with the equity area rules established in the baseline construction estimate (BCE). The unallocated construction contingency within the Initial Segment project has been primarily utilized for North King County segments, including Rainier Valley, the E-3 Busway, and the Operations and Maintenance Facility. As a result, the budget in North King County has increased by $24.2 million and the South King subarea budget has decreased by a like amount.

For the Airport Link project, the single bid received for the civil construction of the SeaTac/Airport station came in much higher than the engineer's cost estimate. As a result, the station finishes portion of the project is being redesigned. When redesign and value engineering work is completed, the project cost estimate will be updated, and an increase to the Airport Link project budget may be required.

Schedule Changes

The project schedule for the Initial Segment is unmodified and revenue service remains scheduled for July 2009. The critical path of the Initial Segment construction runs through the ongoing construction in the Beacon Hill Tunnel, subsequent follow-on systems work, and system integrated testing and startup services.

The project schedule for board adopted University Link is unmodified and revenue service is projected for 2016.

Baseline Budgets and Schedules

The Proposed 2008 Budget includes baseline budgets and schedules for the following projects, which have completed the criteria established for setting project baselines:

1. Central Link Initial Segment: baseline capital budget of $2.07 billion and scheduled project completion in July 2009.
2. Tacoma Link: baseline budget of $80.4 million. Revenue service began in August 2003.
3. Airport Link: baseline budget of $243.6 million and scheduled project completion in December 2009.

Light Rail Capital

2008 Proposed Budget By Equity Area

Subarea	1997-2006	2007	2008	2009	2010	2011	2012	Future Years	Total
North King County	1,102,943	376,397	276,039	353,293	332,141	285,902	204,958	260,276	3,191,948
South King County	385,671	204,138	166,147	78,915	0	0	0	0	834,871
Pierce County	76,636	3,780	0	0	0	0	0	0	80,416
Light Rail Capital	**1,565,250**	**584,314**	**442,186**	**432,207**	**332,141**	**285,902**	**204,958**	**260,276**	**4,107,235**

2008 Proposed Budget By Phase

Phase		1997-2006	2007	2008	2009	2010	2011	2012	Future Years	Total
10	Agency Administration	139,135	38,805	31,134	20,878	10,940	11,617	12,012	29,806	294,327
20	Pre-Engineering/Env Review	80,696	471	1,486	493	0	0	0	0	83,146
30	Final Design and Specification	163,026	23,558	29,936	18,716	3,315	2,328	2,401	3,730	247,011
40	ROW Acquisition and Permits	233,227	50,493	52,665	28,591	1,446	114	10	25	366,572
50	Construction	706,086	396,023	217,950	196,889	279,311	216,825	151,935	164,578	2,329,596
52	Construction Services	75,443	35,633	21,366	17,962	8,812	12,071	9,842	16,148	197,277
65	Third Parties	101,475	13,196	13,588	6,892	961	780	61	1,889	138,842
70	Vehicles	66,162	23,388	55,314	10,986	27,356	42,167	28,697	44,100	298,170
90	Contingency	0	2,747	18,746	130,800	0	0	0	0	152,293
Light Rail Capital		**1,565,250**	**584,314**	**442,186**	**432,207**	**332,141**	**285,902**	**204,958**	**260,276**	**4,107,235**

2008 Proposed Budget By Project

Project		1997-2006	2007	2008	2009	2010	2011	2012	Future Years	Total
100	North Link - Northgate to 45th St	6,405	210	2,384	0	0	0	0	0	9,000
200	University Link - Pine St Stub Tunnel (PSST) to UW Station	60,356	66,808	94,391	209,176	332,141	285,902	204,958	260,276	1,514,008
290	North Link - UW Station to Brooklyn Station (NE 45th St)	19,379	168	16,983	461	0	0	0	0	36,992
300	Initial Segment	1,338,351	424,320	233,390	73,939	0	0	0	0	2,070,000
390	DSTT Debt Service	14,544	8,974	0	1,401	0	0	0	0	24,919
399	Initial Segment Project Reserve	0	0	0	128,300	0	0	0	0	128,300
400	Airport Link	49,579	80,055	95,037	18,930	0	0	0	0	243,600
500	Tacoma Link	---------- Completed ----------				0				80,416
Light Rail Capital		**1,565,250**	**584,314**	**442,186**	**432,207**	**332,141**	**285,902**	**204,958**	**260,276**	**4,107,235**

Light Rail Capital

Project

100 North Link - Northgate to 45th St

Description

The Sound Move plan calls for building a light rail line from SeaTac to the University District and extending it to the Northgate area subject to available funding. The route in this segment between the University District and Northgate was adopted by the Sound Transit Board in April 2006 and includes a tunnel station in the Roosevelt neighborhood and an elevated Northgate Station near the Northgate Transit Center. The budget for this segment reflects an estimate to complete preliminary engineering only. Fnal design, right of way, and construction for this segment have not yet been authorized or funded.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	9,000
2008 Proposed Budget (in $ 000)	9,000

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
North King County	6,405	210	2,384	0	0	0	0	0	9,000
Total	**6,405**	**210**	**2,384**	**0**	**0**	**0**	**0**	**0**	**9,000**

Capital Cost Elements

Cost Element	1997-2005	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	507	86	1,180	0	0	0	0	0	1,772
Pre-Engineering/Env Review	4,709	62	371	0	0	0	0	0	5,142
Final Design and Specification	1,034	0	0	0	0	0	0	0	1,034
ROW Acquisition and Permits	96	28	26	0	0	0	0	0	150
Third Parties	59	35	131	0	0	0	0	0	225
Contingency	0	0	677	0	0	0	0	0	677
Total	**6,405**	**210**	**2,384**	**0**	**0**	**0**	**0**	**0**	**9,000**

Risk Assesment :

Status: Preliminary Engineering

Estimate Type: Study Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: TBD

2008 Budget Schedule: TBD

Comment

The study programmed for this project has been completed. Any future work for this segment of North Link prior to funding the completion of the project will be performed on an as-needed basis, hence budget and schedule risk are low.

Light Rail Capital

Project

200 University Link - Pine St Stub Tunnel (PSST) to UW Station

Description

The University Link work program and $1.5 B budget were approved by the Board in April 2006 through Board Resolution R2006-07. The 3.15-mile University Link alignment between the Pine Street Stub Tunnel and the University of Washington Station is located entirely underground with tunnels traveling from Pine Street: under the I-5 freeway to an underground station at Capitol Hill, continuing north beneath SR 520 and the Lake Washington Ship Canal, to an underground station on the University of Washington campus, near Husky Stadium. With the exception of short mined tunnels beneath Pine Street and limited cut-and-cover tunnel sections in the vicinity of the stations, the alignment is located in two parallel bored tunnels that are expected to be constructed using Earth Pressure Balanced Tunnel Boring Machines. University Link is expected to generate high ridership by serving the major population and employment centers of Capitol Hill and the University District. This budget for University Link reflects the Preliminary Engineering cost estimate to complete the project.

The University Link project budget will be updated to reflect the baseline cost estimate which will be considered by the Sound Transit Board for adoption in September 2007 prior to FFGA application.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	1,514,008
2008 Proposed Budget (in $ 000)	1,514,008

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
North King County	60,356	66,808	94,391	209,176	332,141	285,902	204,958	260,276	1,514,008
Total	**60,356**	**66,808**	**94,391**	**209,176**	**332,141**	**285,902**	**204,958**	**260,276**	**1,514,008**

Capital Cost Elements

Cost Element	1997-2005	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	4,185	3,540	7,554	7,878	10,940	11,617	12,012	29,806	87,532
Pre-Engineering/Env Review	24,160	275	41	0	0	0	0	0	24,476
Final Design and Specification	4,730	14,550	26,098	17,483	3,315	2,328	2,401	3,730	74,635
ROW Acquisition and Permits	26,736	42,902	42,949	21,079	1,446	114	10	25	135,261
Construction	0	469	11,258	147,764	279,311	216,825	151,935	164,578	972,140
Construction Services	0	0	826	10,212	8,812	12,071	9,842	16,148	57,911
Third Parties	545	5,072	5,664	4,760	961	780	61	1,889	19,733
Vehicles	0	0	0	0	27,356	42,167	28,697	44,100	142,320
Total	**60,356**	**66,808**	**94,391**	**209,176**	**332,141**	**285,902**	**204,958**	**260,276**	**1,514,008**

Risk Assesment :

Status: Final Design

Estimate Type: Preliminary Engineering

Budget Risk Level: HIGH

Schedule Risk level: HIGH

2007 Budget Schedule: 2016

2008 Budget Schedule: 2016

Comment

Budget Risk: Construction risks include: contamination soil conditions, water infiltrations and/or settlement concerns, limited staging areas at Capitol Hill and UW stations, and inflation.

Schedule Risk: Schedule risk is high due to the risk of potential delay posed by the federal funding approval process. Tunnel work poses additional schedule risk, mainly due to the possiblilty of unforeseen ground conditions and behavior. Underground utility conflicts during construction will be mitigated by early works contracts to reduce the impact of unknowns.

Light Rail Capital

Project **290** North Link - UW Station to Brooklyn Station (NE 45th St)

Description

This one mile segment of North Link spans between the UW Station and the Brooklyn Station at NE 45th Street, and will be located underground, including twin-bored tunnels with one station near Brooklyn Ave, NE and NE 45th Street in the University District. The final design for this segment has not yet been authorized or funded.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	36,992
2008 Proposed Budget (in $ 000)	36,992

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
North King County	19,379	168	16,983	461	0	0	0	0	36,992
Total	**19,379**	**168**	**16,983**	**461**	**0**	**0**	**0**	**0**	**36,992**

Capital Cost Elements

Cost Element	1997-2005	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	1,710	58	364	0	0	0	0	0	2,132
Pre-Engineering/Env Review	7,709	110	1,050	461	0	0	0	0	9,330
Final Design and Specification	5,350	0	0	0	0	0	0	0	5,350
ROW Acquisition and Permits	2,133	0	0	0	0	0	0	0	2,133
Construction	1,344	0	0	0	0	0	0	0	1,344
Third Parties	1,134	0	0	0	0	0	0	0	1,134
Contingency	0	0	15,569	0	0	0	0	0	15,569
Total	**19,379**	**168**	**16,983**	**461**	**0**	**0**	**0**	**0**	**36,992**

Risk Assesment :

Status: Preliminary Engineering

Estimate Type:

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: TBD

2008 Budget Schedule: TBD

Comment

Budget Risk: The Preliminary Engineering is complete; budget risk is low. Budget for this segment was set aside when the North Link alignment was selected by the board in the April 2006 amendment.

Schedule Risk: There is no schedule risk. Final design work is not yet authorized.

Light Rail Capital

Project

300 Initial Segment

Description

The 14-mile Initial Segment of the Central Link light rail line is under construction. The northern terminus is at Convention Place with passenger service beginning at Westlake Station serving downtown Seattle, the SODO industrial area, Beacon Hill, Rainier Valley, Tukwila and reaching an interim southern terminus at the Tukwila International Boulevard Station (S.154th St.). Passenger stations include Westlake, University Street, Pioneer Square, International District, Stadium, SODO, Beacon Hill, Mount Baker, Columbia City, Othello, Rainier Beach, and Tukwila International Boulevard. The operations and maintenance base has been constructed south of South Forest Street. Buses and light rail trains will share joint operations in the Downtown Seattle Transit Tunnel (DSTT) beginning in the summer of 2009.

Lifetime subarea budgets reflect the sum of actual lifetime outlays by subarea through 2006, plus estimated costs to complete distributed by subarea in accordance with the equity area rules established in the baseline cost estimate (BCE). The unallocated construction contingency within the Initial Segment project has been primarily utilized for North King County segments, including Rainier Valley, the E-3 Busway, and the Operations and Maintenance Facility. As a result, the budget in North King County has increased by $24.2 million and the South King subarea budget has decreased by a like amount.

Summaries

Baseline (in $ 000)	2,070,000
2007 Current Budget (in $ 000)	2,070,000
2008 Proposed Budget (in $ 000)	2,070,000

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
North King County	1,002,259	300,237	162,280	51,919	0	0	0	0	1,516,695
South King County	336,093	124,083	71,110	22,019	0	0	0	0	553,305
Total	**1,338,351**	**424,320**	**233,390**	**73,939**	**0**	**0**	**0**	**0**	**2,070,000**

Capital Cost Elements

Cost Element	1997-2005	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	125,225	33,996	21,261	12,792	0	0	0	0	193,274
Pre-Engineering/Env Review	33,254	0	24	32	0	0	0	0	33,310
Final Design and Specification	137,122	6,265	2,771	1,055	0	0	0	0	147,213
ROW Acquisition and Permits	192,804	3,690	8,404	3,498	0	0	0	0	208,396
Construction	689,537	330,381	132,225	40,448	0	0	0	0	1,192,591
Construction Services	57,414	23,169	15,640	4,094	0	0	0	0	100,317
Third Parties	47,181	6,399	7,251	1,760	0	0	0	0	62,591
Vehicles	55,814	20,419	45,814	10,260	0	0	0	0	132,307
Total	**1,338,351**	**424,320**	**233,390**	**73,939**	**0**	**0**	**0**	**0**	**2,070,000**

Risk Assesment :

Pine Street Stub Tunnel and Downtown Seattle Transit Tunn

Status: Construction

Estimate Type: Construction

Budget Risk Level: MEDIUM

Schedule Risk level: MEDIUM

2007 Budget Schedule: 2009

2008 Budget Schedule: 2007

Comment

Budget Risk: Risk is medium due to unknown field conditions, unusable old equipment, and coordination with follow-on systems work.

Schedule Risk: The construction involves coordination among multiple systems installations. Sound Transit, systems and civil contractors continue to coordinate access issues in the DSTT.

Schedule Change: The budget schedule in prior years reflected the projected completion date for the Initial Segment project. The 2008 Budget Schedule has been changed to show the projected completion date for this construction contract.

E-3 Busway/South Forest Street

Status: Construction

Estimate Type: Construction

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2006

2008 Budget Schedule: 2006

Comment

Budget Risk: Budget risk is low. Project is complete, and all cost issues are settled.

Schedule Risk: Work is complete.

Beacon Hill Tunnel and McClellan Facilities

Status: Construction

Estimate Type: Construction

Budget Risk Level: HIGH

Schedule Risk level: HIGH

2007 Budget Schedule: 2009

2008 Budget Schedule: 2009

Comment

Budget Risk: Unforeseen ground conditions during TBM tunneling pose a construction risk. Remaining civil work and station finishes, coupled with coordination and access issues for follow-on systems work, still pose major budget risk.

Schedule Risk: The tunnel work involves schedule risk, mainly due to the possiblilty of unforeseen ground conditions and behavior. The construction of the Beacon Hill Station is on the critical path of the C710 contract and the overall Initial Segment schedule. Completion of the station finishes and follow-on systems work pose major schedule risk.

MLK Jr. Way South

Status: Construction

Estimate Type: Construction

Budget Risk Level: HIGH

Schedule Risk level: LOW

2007 Budget Schedule: 2009

2008 Budget Schedule: 2008

Comment

Budget Risk: The MLK construction involves extensive utility coordination, including the placement of existing overhead utilities in underground duct banks. Budget risks include coordination and providing on time access to follow-on systems work, and resolving outstanding construction issues.

Schedule Risk: Although the construction along MLK Jr. Way is delayed beyond the contract allotted time, schedule risk has been reduced due to significant performance improvement. The work for this contract is no longer most critical.

Schedule Change: The budget schedule in prior years reflected the projected completion date for the Initial Segment project. The 2008 Budget Schedule has been changed to show the projected completion date for this construction contract.

Tukwila

Status: Construction

Estimate Type: Construction

Schedule Risk level: MEDIUM

Budget Risk Level: MEDIUM

2007 Budget Schedule: 2009

2008 Budget Schedule: 2009

Comment

Budget Risk: Completion of remaining work to meet specified milestones and allow access for follow-on systems work may pose budget risk.

Schedule Risk: Completion of remaining work to meet specified milestones and allow follow-on systems work still poses schedule risk.

Maintenance Base

Status: Construction

Estimate Type: Construction

Schedule Risk level: LOW

Budget Risk Level: LOW

2007 Budget Schedule: 2009

2008 Budget Schedule: 2007

Comment

Budget Risk: All budget/cost issues have been resolved and settled.

Schedule Risk: Work is complete.

Schedule Change: The budget schedule in prior years reflected the projected completion date for the Initial Segment project. The 2008 Budget Schedule has been changed to show the projected completion date for this construction contract.

Systems

Status: Construction

Estimate Type: Construction

Schedule Risk level: HIGH

Budget Risk Level: HIGH

2007 Budget Schedule: 2009

2008 Budget Schedule: 2009

Comment

Budget Risk: Delays to civil contracts have necessitated acceleration of systems work and impacted contract budgets.

Schedule Risk: Delays to civil contracts are creating significant schedule risk for systems follow-on work.

Light Rail Capital

Project

390 DSTT Debt Service

Description

Downtown Seattle Transit Tunnel Debt Service

Payment of a portion of King County Metro debt service on DSTT during construction. This portion will be capitalized. There is also a component that will be charged to Operations. The total costs 2005-2009 will be $30,207,515, of which $5,288,774 will be charged to Operations.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	24,919
2008 Proposed Budget (in $ 000)	24,919

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
North King County	14,544	8,974	0	1,041	0	0	0	0	24,558
South King County	0	0	0	361	0	0	0	0	361
Total	**14,544**	**8,974**	**0**	**1,401**	**0**	**0**	**0**	**0**	**24,919**

Capital Cost Elements

Cost Element	1997-2005	2007	2008	2009	2010	2011	2012	Future	Total
Construction Services	14,544	8,974	0	1,401	0	0	0	0	24,919
Total	**14,544**	**8,974**	**0**	**1,401**	**0**	**0**	**0**	**0**	**24,919**

Light Rail Capital

Project

399 Initial Segment Project Reserve

Description

Unallocated project reserve for the Central Link Initial Segment that, if required, can be directed to augment contingencies allocated for individual line items within the Initial Segment budget. This project reserve may not be used for additional scope. A supermajority vote of the board is required to allocate these funds to the project.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	128,300
2008 Proposed Budget (in $ 000)	128,300

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
North King County	0	0	0	90,695	0	0	0	0	90,695
South King County	0	0	0	37,605	0	0	0	0	37,605
Total	**0**	**0**	**0**	**128,300**	**0**	**0**	**0**	**0**	**128,300**

Capital Cost Elements

Cost Element	1997-2005	2007	2008	2009	2010	2011	2012	Future	Total
Contingency	0	0	0	128,300	0	0	0	0	128,300
Total	**0**	**0**	**0**	**128,300**	**0**	**0**	**0**	**0**	**128,300**

Light Rail Capital

Project **400** Airport Link

Description

Airport Link is a 1.7-mile light rail extension under construction between Tukwila International Boulevard station and the Airport that is planned to be completed by the end of 2009. The Airport Link route is a combination of elevated and at-grade guideway, and includes a light rail station near the main terminal of Sea-Tac International Airport, and a pick-up and drop-off facility located on the east side of International Boulevard in the City of SeaTac.

A future amendment to the Airport Link budget is anticipated to reflect the cost at completion estimates at the conclusion of the station redesign effort currently underway.

Summaries

Baseline (in $ 000)	243,600
2007 Current Budget (in $ 000)	243,600
2008 Proposed Budget (in $ 000)	243,600

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
South King County	49,579	80,055	95,037	18,930	0	0	0	0	243,600
Total	**49,579**	**80,055**	**95,037**	**18,930**	**0**	**0**	**0**	**0**	**243,600**

Capital Cost Elements

Cost Element	1997-2005	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	2,970	1,047	775	208	0	0	0	0	5,000
Pre-Engineering/Env Review	4,669	25	0	0	0	0	0	0	4,693
Final Design and Specification	10,796	2,743	1,067	178	0	0	0	0	14,785
ROW Acquisition and Permits	11,025	3,675	1,286	4,014	0	0	0	0	20,000
Construction	15,206	65,173	74,467	8,677	0	0	0	0	163,522
Construction Services	945	3,400	4,900	2,255	0	0	0	0	11,500
Third Parties	1,194	492	542	372	0	0	0	0	2,600
Vehicles	2,774	2,500	9,500	726	0	0	0	0	15,500
Contingency	0	1,000	2,500	2,500	0	0	0	0	6,000
Total	**49,579**	**80,055**	**95,037**	**18,930**	**0**	**0**	**0**	**0**	**243,600**

Risk Assesment :

Status: Construction

Estimate Type: Construction

Budget Risk Level: HIGH

Schedule Risk level: HIGH

2007 Budget Schedule: 2009

2008 Budget Schedule: 2009

Comment

Budget Risk: Budget risk for the Airport Link project is high. Primary risk factors are associated with systems work and station finishes. The civil construction bid for the Airport station came in much higher than the engineer's cost estimate; value engineering and redesign work is underway.

Schedule Risk: Coordination requirements with the Port of Seattle pose schedule challenges. Airport Station issues are causing delays and pose significant risk to the December 2009 revenue service date.

CAPITAL PROJECTS PROGRAM SUMMARY

Regional Express and Sounder programs are part of the regional high-capacity transit network approved by Puget Sound voters in 1996. The programs include capital facilities and access improvements to support the Sounder commuter rail and ST Express bus service. The Capital Projects Department focuses on the delivery of these projects and utilizes its considerable expertise and experience to complete the Sound Transit capital program effectively and to transfer to the Transportation Services Department (TSD) high quality facilities ready for service operations.

SOUNDER PROGRAM SUMMARY

The Sounder Commuter Rail program includes design and construction of the infrastructure needed to support a commuter rail system. The system will have peak-hour passenger train service to 12 stations along an 83-mile corridor between Everett in Snohomish County and Lakewood in Pierce County. The Sounder capital projects are grouped in three segments: Everett-to-Seattle, Seattle-to-Tacoma, and Tacoma-to-Lakewood. Burlington Northern Santa Fe Railroad (BNSF) owns the right-of-way between Everett and Tacoma. Sound Transit owns about 7 miles of right-of-way at the south end of the corridor in Lakewood and Tacoma, and is acquiring about 1.2 miles of right-of-way to close the gap between the northern end of this right-of-way and the Tacoma Dome Station in Tacoma.

Everett to Seattle Segment

The Everett to Seattle segment is a 35-mile long BNSF railroad corridor that will include three Sounder commuter rail stations—Everett, Mukilteo, and Edmonds. In 2003, Sound Transit and BNSF executed agreements that allowed commuter rail service in the corridor to begin with stops in Edmonds and Everett. Service at the Mukilteo Station is scheduled to begin in 2008. The agreements provide Sound Transit four perpetual commuter rail, round-trip service easements for four trips a day that are tied to Sound Transit delivering to BNSF environmental permits and approvals for track and signal improvements throughout the corridor. The final permit was completed and certified to BNSF in August 2006. The BNSF track and signal improvements will replace three single track sections in the corridor with double tracking and increase the capacity of the system. The first round trip went into service in December 2003 and the second in June 2005. The third round trip is scheduled to begin in late 2007 and the fourth trip in late 2008.

Seattle to Tacoma Segment

This Sounder segment is a 40-mile long BNSF railroad corridor between Seattle and Tacoma that includes seven Sounder commuter rail stations—King Street (Seattle), Tukwila, Kent, Auburn, Sumner, Puyallup, and Tacoma. The service at Tukwila is currently being provided at a temporary facility.

Extensive track and signal improvements throughout the 40-mile Seattle to Tacoma corridor are being made through a partnership between Sound Transit and BNSF. These improvements will increase the rail capacity of the corridor to support nine round trip Sounder trains a day so that commuter rail operation does not compromise freight mobility in the Puget Sound area. Together, the partnership is accomplishing approximately $343 million in rail capacity improvements, including a new train control signal system; railroad crossing safety improvements; and approximately 25 miles of track upgrades. The first phase of improvements was completed in 2004. At the end of 2007, the second phase of improvements will be approximately 80% complete with the remaining work scheduled for completion by mid-2008.

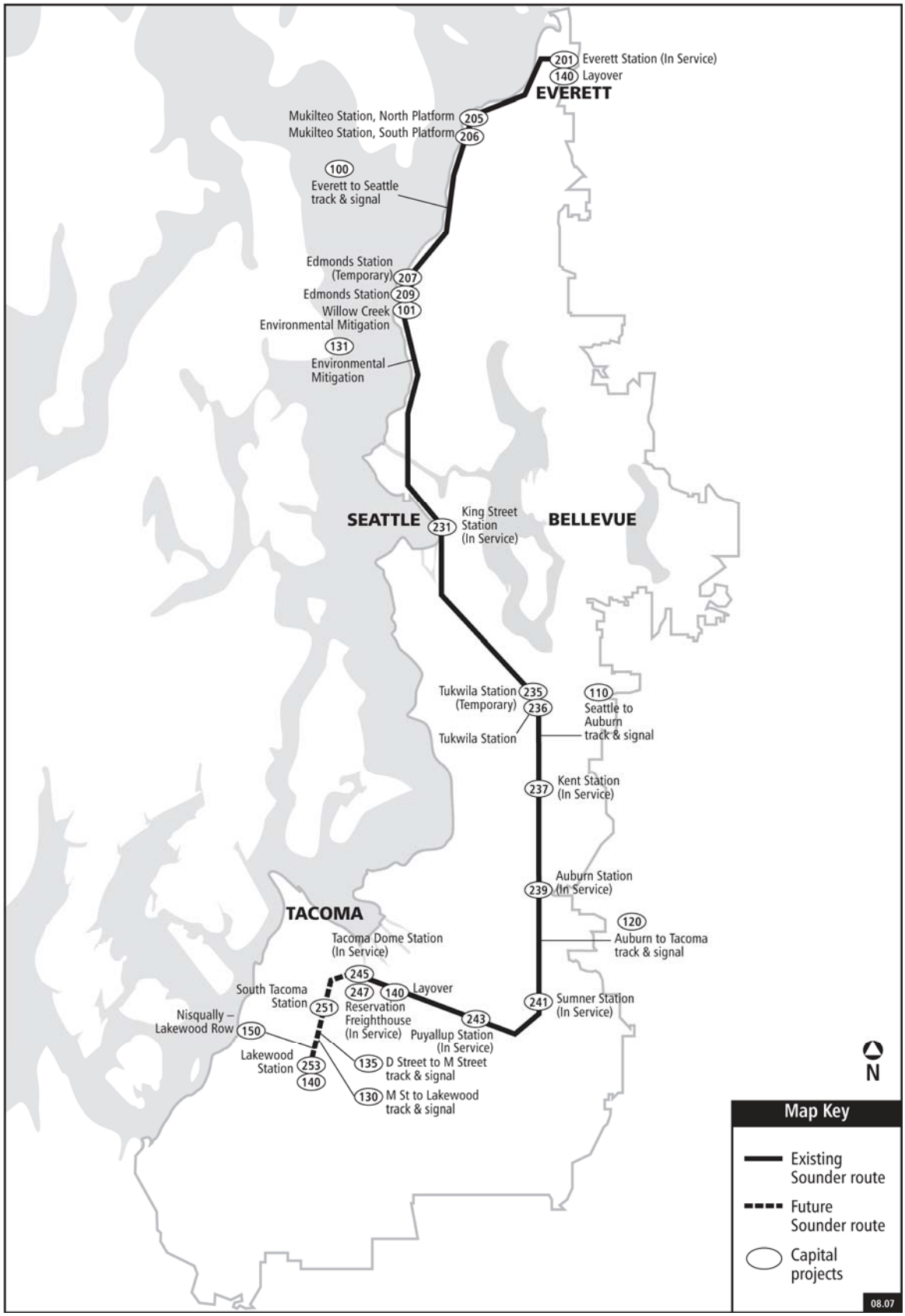
Tacoma to Lakewood Segment

This Sounder segment is eight-miles long, including over one mile of new track to be constructed by Sound Transit and seven miles of track purchased from BNSF that will be upgraded to commuter rail standards by Sound Transit. Property acquisition for the new track portion began in 2003 and is scheduled to be complete in 2008. This corridor will serve stations in South Tacoma and Lakewood. It will connect to the Seattle to Tacoma segment at the Tacoma Dome Station.

Sounder Systemwide

Layover facilities are a systemwide element of the Sounder capital program. The Layover project includes three facilities for overnight train layover at Everett, Seattle, and Lakewood. Currently a layover facility is in service at Everett with expansion planned for 2008, a layover facility is in service near King Street Station in Seattle, and a temporary layover facility is in service at Tacoma, which will be replaced by a layover project to be constructed at Lakewood with the Tacoma to Lakewood track and signal improvements.

SOUNDER COMMUTER RAIL



Sounder Capital Plan

The Sounder 2008 Proposed lifetime capital budget (1997 – 2012) is $1.2 billion with a proposed 2008 annual spending plan of $65.9 million. The program lifetime budget has decreased by a $26.5 thousand transfer from the Mukilteo Station, North Platform project to the STart program. The yearly spending plan reflects a decrease of $110.1 million compared to the current 2007 spending plan. The spending reduction is mainly due to the completion of the Sounder track and signal improvements between Everett and Tacoma and the Reservation-Freighthouse remediation work.

The final stage of construction on Everett Station is scheduled for completion in 2008. The Mukilteo Station, North Platform will be completed and open for service in mid-2008. Design work for interim improvements, to be complete in 2008, will be used to determine the appropriate level of investment that should be made at Edmonds Station prior to relocating the station to the new Edmonds Crossing project. The Edmonds Crossing project is a new multimodal terminal under development by the Washington State Ferries and will be located southwest of the existing station.

In the Seattle to Tacoma corridor Sound Transit is working with the cities of Tukwila and Renton to define the scope and sequencing of permanent Tukwila station improvements in keeping with local development plans.

In the Tacoma to Lakewood corridor, the construction of the M Street to Lakewood Track and Signal project is scheduled to begin in 2008. Lakewood Station will be available for regional and local bus service in the third quarter of 2008 and South Tacoma Station in the fourth quarter of 2008.

Changes in the Proposed 2008 Budget

Budget Changes

- Edmonds Station – Temporary (207): The project budget has decreased by $29 thousand, which will close out the project. The funds are being transferred to the permanent Edmonds Station project (209).
- Tukwila Station – Temporary (235): The project budget has decreased by $456 thousand, which will close out the project. The funds are being transferred to the permanent Tukwila Station project (236).
- D Street-M Street Track and Signal (135): No budget changes are being proposed in 2008. However, final project budget will need adjustment as noted in the risk section, as resolution of project alignment is determined.

Transfers to and from Capital Program Subarea Reserves:

Snohomish County:

- Layover: The project budget has increased by $79 thousand due to an increase in the overhead forecast. The increase reflects a transfer from the program reserve.

Transfer of Program Funds to the Public Art Program:

- Mukilteo Station, North Platform: The project budget has been decreased by the transfer of $26.5 thousand to the STart program budget in accordance with an agreement with the City of Mukilteo to waive the First Street vacation compensation in exchange for increasing the art budget for the project.

Sounder Schedule Changes

Old Completion Date/**New Completion Date**

Project	2007	2008	2009	2010	2011	2012
201 Everett Station	4Q 2007	**3Q 2008**				
205 Mukilteo Station, North Platform	3Q 2007	**2Q 2008**				
206 Mukilteo Station, South Platform			3Q 2009	**1Q 2010**		
131 Permitting/ Environmental Mitigation		3Q 2008	**1Q 2009**			
236 Tukwila Station				1Q 2010 **2Q 2010**		
140 Layover		4Q 2008		**4Q 2010**		
130 M St.-Lakewood Track & Signal		4Q 2008		**1Q 2010**		
135 D St. – M St. Track & Signal				1Q 2010 **TBD**	**TBD**	
251 South Tacoma Station		1Q 2008 4**Q 2008**				
253 Lakewood Station		2Q 2008 **3Q 2008**				

The completion dates in the table above reflect when construction is expected to be substantially complete and the facility will be open for service. These dates do not include the project closeout effort, which can extend between twelve to eighteen months beyond the completion of construction as liens are released, final invoices are processed, claims are negotiated and settled and remaining budget is returned to program reserves.

Scope, Schedule and Budget Risks

- **Seattle – Tacoma Track and Signal:** Phase II improvements have been delayed by a little over two years due to delays in third-party activities upon which BNSF's scheduled work depended. Obtaining needed right-of-way from WSDOT related to improvements at King Street Station may continue to impact the schedule. WSDOT has agreed to fund $8.0 million in betterments associated with additional track and signal improvements located at King Street Station to increase capacity for Amtrak passenger service.
- **Tacoma – Lakewood Track and Signal, D Street to M Street:** Implementation of service between Lakewood and Tacoma is dependent upon the resolution of technical and operational issues associated with the design, construction, and operation of the 1.2 mile segment of new track between D Street and M Street. The project schedule has been impacted as a result of additional work required to assess whether or not there is another feasible alignment. The project budget will need to be increased and additional resources from benefited 3rd parties will be necessary if an option is selected that provides separation between the track and roads (bridge structure or on a different alignment). Grade separated

improvements were not originally envisioned as a part of the Sound Move project.

- **Tacoma – Lakewood Track and Signal, M Street to Lakewood:** Start of construction for these improvements has been delayed to accommodate the WSDOT-Rail Point Defiance Bypass Project, which overlaps the limits of Sound Transit's work. Start of construction and completion will be dependent on the timeliness of the WSDOT project as well as resolution of an ongoing dispute over utility relocations with fiber optic providers.
- **Mukilteo Station (205/206):** Service at Mukilteo is dependent on BNSF's schedule for the improvements in the rail corridor. The north platform of the Mukilteo Station will be completed in 2008. The full build-out of the station is dependent upon resolution of a complex real property transaction within budget and schedule for use of the property adjoining the rail right-of-way.
- **Tukwila Station (236):** A temporary station is in service at Tukwila. Design and construction of a permanent station has been impacted by the planned implementation of other major improvements in the project area by the Cities of Renton and Tukwila. Design of a permanent station is being advanced to complement the cities' planning processes, but it is unlikely that sufficient funding will be identified to fully implement this project as part of Sound Move.
- **Layover (140**): Current uncertainties associated with third-party agreements regarding scope
and existing budget constraints place the schedules for these improvements at risk.
- **South Tacoma Station (251):** The project budget will need to be increased to award a construction contract to any of three bidders, all of whose bids were higher than the Engineer's Estimate. Budget risk will also remain high, since the value of the property being acquired through condemnation is yet to be determined.

Baseline Budgets

The following active projects are or will be baselined in 2007:

- Reservation-Freighthouse (247)
- South Tacoma Station (251)

Sounder

2008 Proposed Budget By Equity Area

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future Years	Total
Snohomish County	275,281	65,039	17,174	18,140	7,064	0	0	0	382,698
South King County	295,265	23,287	12,866	28,257	1,203	91	0	0	360,969
Pierce County	287,382	31,803	35,822	62,851	13,599	2,219	37,637	0	471,313
Sounder	**857,927**	**120,129**	**65,863**	**109,248**	**21,867**	**2,310**	**37,637**	**0**	**1,214,980**

2008 Proposed Budget By Phase

Phase	1997-2006	2007	2008	2009	2010	2011	2012	Future Years	Total
10 Agency Administration	34,638	5,582	3,096	3,983	637	65	1,063	0	49,064
20 Pre-Engineering/Env Review	24,721	2,373	546	0	0	0	0	0	27,640
30 Final Design and Specification	26,343	5,291	531	2,567	0	0	0	0	34,733
40 ROW Acquisition and Permits	292,011	57,001	1,869	3,801	0	0	0	0	354,682
50 Construction	345,708	47,518	59,464	81,173	13,229	2,048	288	0	549,429
70 Vehicles	134,505	1,399	356	104	17	0	0	0	136,381
90 Contingency	0	965	0	17,620	7,983	197	36,286	0	63,051
Sounder	**857,927**	**120,129**	**65,863**	**109,248**	**21,867**	**2,310**	**37,637**	**0**	**1,214,980**

2008 Proposed Budget By Project

Sounder

Project Number and Name	1997-2006	2007	2008	2009	2010	2011	2012	Future Years	Total
Active Projects									
100 Everett-Seattle Track & Signal	247,995	51,437	34	3,860	0	0	0	0	303,326
101 Willow Creek Environmental Mitigation	0	123	253	504	119	0	0	0	1,001
110 Seattle-Auburn Track & Signal	205,457	18,184	11,170	20,658	0	0	0	0	255,469
120 Auburn-Tacoma Track & Signal	165,331	10,546	9,036	20,383	0	0	0	0	205,295
130 M Street-Lakewood Track & Signal	25,875	3,644	5,160	29,791	9,130	0	0	0	73,601
131 Permitting/Environmental Mitigation	1,074	3,437	588	2,599	2,590	0	0	0	10,288
135 D Street-M Street Track & Signal	25,730	716	2,071	6,547	1,215	2,108	37,637	0	76,025
140 Layover	13,813	1,783	3,159	3,071	2,396	202	0	0	24,424
201 Everett Station	17,711	2,434	8,316	313	0	0	0	0	28,774
205 Mukilteo Station, North Platform	2,770	3,520	3,578	353	0	0	0	0	10,221
206 Mukilteo Station, South Platform	0	2,278	956	4,249	1,889	0	0	0	9,371
209 Edmonds Station	3,026	1,329	2,757	5,817	0	0	0	0	12,929
236 Tukwila Station	8,741	710	651	6,332	0	0	0	0	16,434
251 South Tacoma Station	2,985	3,356	3,932	1,241	0	0	0	0	11,515
253 Lakewood Station	7,158	8,030	14,201	3,531	0	0	0	0	32,920
600 Sounder Program Reserve	0	0	0	0	4,527	0	0	0	4,527
Total for Active Projects	**727,668**	**111,527**	**65,863**	**109,248**	**21,867**	**2,310**	**37,637**	**0**	**1,076,119**
In Service or Closed Projects									
150 Nisqually-Lakewood ROW	14,779	1,323	0	0	0	0	0	0	16,101
207 Edmonds Station (Temporary)	176	0	0	0	0	0	0	0	177
231 King Street Station	7,928	0	0	0	0	0	0	0	7,928
233 Boeing Access Rd Station	65	0	0	0	0	0	0	0	65
235 Tukwila Station (Temporary)	2,837	0	0	0	0	0	0	0	2,837
237 Kent Station	32,388	0	0	0	0	0	0	0	32,388
239 Auburn Station	25,815	0	0	0	0	0	0	0	25,815
241 Sumner Station	8,741	0	0	0	0	0	0	0	8,741
243 Puyallup Station	13,336	0	0	0	0	0	0	0	13,336
245 Tacoma Dome Station	9,767	0	0	0	0	0	0	0	9,767
247 Reservation-Freighthouse	12,610	7,279	0	0	0	0	0	0	19,889
255 Lakewood CBD	1,816	0	0	0	0	0	0	0	1,816
Total for In Service or Closed Proj	**130,260**	**8,602**	**0**	**0**	**0**	**0**	**0**	**0**	**138,862**
Sounder	**857,927**	**120,129**	**65,863**	**109,248**	**21,867**	**2,310**	**37,637**	**0**	**1,214,980**

Sounder

Project

100 Everett-Seattle Track & Signal

Description

Scope: Sound Transit has agreements with Burlington Northern Santa Fe (BNSF) to purchase commuter rail easements for service between Seattle and Everett. The agreements call for Sound Transit to make payments to BNSF on specific dates; $79M - 12/17/2003, $79M - 12/17/2004, $50M - 12/17/2006, $50M - 12/17/2007. BNSF is responsible for construction of any track and signal improvements, Sound Transit has environmental compliance responsibilities than run concurrent with the construction activity. BNSF is expected to complete their work in 2009 or 2010.

Changes since 2007: None

Summaries

Baseline (in $ 000)	303,258
2007 Current Budget (in $ 000)	303,326
2008 Proposed Budget (in $ 000)	303,326

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	247,995	51,437	34	3,860	0	0	0	0	303,326
Total	**247,995**	**51,437**	**34**	**3,860**	**0**	**0**	**0**	**0**	**303,326**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	7,221	1,273	6	667	0	0	0	0	9,166
Pre-Engineering/Env Review	3,951	5	0	0	0	0	0	0	3,956
Final Design and Specification	11	0	0	0	0	0	0	0	11
ROW Acquisition and Permits	208,151	50,105	0	0	0	0	0	0	258,256
Construction	619	54	28	0	0	0	0	0	701
Vehicles	28,043	0	0	0	0	0	0	0	28,043
Contingency	0	0	0	3,192	0	0	0	0	3,192
Total	**247,995**	**51,437**	**34**	**3,860**	**0**	**0**	**0**	**0**	**303,326**

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2007

2008 Budget Schedule: 2007

Sounder

Project

101 Willow Creek Environmental Mitigation

Description

Scope: This project includes the final design and construction of a new culvert that will allow Willow Creek to cross the railroad tracks once the creek is day lighted as part of the Edmonds Crossing Project. The culvert is required as part of a commitment made by the Sound Transit Board and as compensatory mitigation for environmental impacts. Sound Transit will contract directly with the designer for final design and with BNSF for construction.

Changes since 2007: None

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	1,001
2008 Proposed Budget (in $ 000)	1,001

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	0	123	253	504	119	0	0	0	1,001
Total	**0**	**123**	**253**	**504**	**119**	**0**	**0**	**0**	**1,001**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	0	3	7	13	3	0	0	0	26
Final Design and Specification	0	120	0	0	0	0	0	0	120
Construction	0	0	247	491	0	0	0	0	738
Contingency	0	0	0	0	116	0	0	0	116
Total	**0**	**123**	**253**	**504**	**119**	**0**	**0**	**0**	**1,001**

Risk Assesment :

Status: Final Design

Estimate Type: Conceptual

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2009

2008 Budget Schedule: 2009

Sounder

Project

110 Seattle-Auburn Track & Signal

Description

Scope: This project is the Seattle to Auburn portion of the 40-mile segment from Seattle to Tacoma, located in the existing BNSF mainline railroad corridor, is made up of this project and Auburn to Tacoma Track and Signal, project 120. The costs are allocated to the two projects based on track miles. The extensive track and signal improvements throughout the corridor are being made through a partnership between Sound Transit and BNSF. These improvements will increase the rail capacity of the corridor so that additional passenger trains do not compromise freight mobility in the Puget Sound area. Phase I track improvements have been completed. Passenger service began in September 2000 with two round-trip trains per weekday. Currently, four round trips per day are running, as well as special event service for weekend sports and community events. Sound Transit's agreement with BNSF allows nine round-trip trains to Lakewood when track and signal improvements are complete. We have a commitment letter from WSDOT for an $8M betterment for the increased scope of work for the WSDOT track modification for King Street Station, this is not included in the project budget.

Changes since 2007: None

Summaries

Baseline (in $ 000)	316,549
2007 Current Budget (in $ 000)	255,469
2008 Proposed Budget (in $ 000)	255,469

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
South King County	205,457	18,184	11,170	20,658	0	0	0	0	255,469
Total	**205,457**	**18,184**	**11,170**	**20,658**	**0**	**0**	**0**	**0**	**255,469**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	9,068	715	485	258	0	0	0	0	10,526
Pre-Engineering/Env Review	5,890	28	0	0	0	0	0	0	5,918
Final Design and Specification	4,867	27	0	0	0	0	0	0	4,894
ROW Acquisition and Permits	35	13	0	0	0	0	0	0	48
Construction	135,906	17,401	10,685	17,971	0	0	0	0	181,963
Vehicles	49,692	0	0	0	0	0	0	0	49,692
Contingency	0	0	0	2,429	0	0	0	0	2,429
Total	**205,457**	**18,184**	**11,170**	**20,658**	**0**	**0**	**0**	**0**	**255,469**

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2008

2008 Budget Schedule: 2008

Sounder

Project

120 Auburn-Tacoma Track & Signal

Description

Scope: This project is the Auburn to Tacoma portion of the 40-mile segment from Seattle to Tacoma, located in the existing BNSF mainline railroad corridor, is made up of this project and Seattle to Auburn Track and Signal, project 110. The costs are allocated to the two projects based on track miles. The extensive track and signal improvements throughout the corridor are being made through a partnership between Sound Transit and BNSF. These improvements will increase the rail capacity of the corridor so that additional passenger trains do not compromise freight mobility in the Puget Sound area. Phase I track improvements have been completed. Passenger service began in September 2000 with two round-trip trains per weekday. Currently, four round trip trains per day are running, as well as special event service for weekend sports and community events. Sound Transit's agreement with BNSF allows nine round-trip trains to Lakewood when track and signal improvements are complete. We have a commitment letter from WSDOT for an $8M betterment for the increased scope of work for the WSDOT track modification for King Street Station, this is not included in the project budget.

Changes Since 2007: None

Summaries

Baseline (in $ 000)	248,802
2007 Current Budget (in $ 000)	205,295
2008 Proposed Budget (in $ 000)	205,295

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Pierce County	165,331	10,546	9,036	20,383	0	0	0	0	205,295
Total	**165,331**	**10,546**	**9,036**	**20,383**	**0**	**0**	**0**	**0**	**205,295**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	7,098	395	376	278	0	0	0	0	8,147
Pre-Engineering/Env Review	4,807	0	0	0	0	0	0	0	4,807
Final Design and Specification	3,905	47	0	0	0	0	0	0	3,952
ROW Acquisition and Permits	12	20	0	0	0	0	0	0	32
Construction	110,646	10,084	8,659	17,688	0	0	0	0	147,077
Vehicles	38,863	0	0	0	0	0	0	0	38,863
Contingency	0	0	0	2,417	0	0	0	0	2,417
Total	**165,331**	**10,546**	**9,036**	**20,383**	**0**	**0**	**0**	**0**	**205,295**

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2008

2008 Budget Schedule: 2008

Sounder

Project

130 M Street-Lakewood Track & Signal

Description

Scope: To extend Sounder service to South Tacoma and Lakewood Stations, Sound Transit will be reconstructing 7 miles of the Lakeview Subdivision tracks, installing a new signal system, and upgrading crossings from M St. to Bridgeport way in Lakewood. This project will be constructed with the WSDOT Point Defiance Bypass project as one contract. Sound Transit and WSDOT will each bear the costs of their respective projects.

Changes Since 2007: None

Summaries

Baseline (in $ 000)	73,601
2007 Current Budget (in $ 000)	73,601
2008 Proposed Budget (in $ 000)	73,601

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Pierce County	25,875	3,644	5,160	29,791	9,130	0	0	0	73,601
Total	**25,875**	**3,644**	**5,160**	**29,791**	**9,130**	**0**	**0**	**0**	**73,601**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	1,067	850	170	984	302	0	0	0	3,373
Pre-Engineering/Env Review	1,470	25	0	0	0	0	0	0	1,495
Final Design and Specification	2,684	1,092	0	0	0	0	0	0	3,776
ROW Acquisition and Permits	11,485	702	0	0	0	0	0	0	12,187
Construction	216	37	4,990	28,807	6,548	0	0	0	40,598
Vehicles	8,953	938	0	0	0	0	0	0	9,891
Contingency	0	0	0	0	2,280	0	0	0	2,280
Total	**25,875**	**3,644**	**5,160**	**29,791**	**9,130**	**0**	**0**	**0**	**73,601**

Risk Assesment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: HIGH

2007 Budget Schedule: 2008

2008 Budget Schedule: 2010

Comment

Start of construction has been delayed to coordinate with WSDOT Pt. Defiance Bypass project. Bid opening not likely until Spring 2008.

Sounder

Project

131 Permitting/Environmental Mitigation

Description

Scope: The Agreement between BNSF and Sound Transit signed in December 2003 commits Sound Transit to acquire all of the permits necessary for BNSF improvements identified in the Environmental Impact Statement. Sound Transit is also responsible for implementing the off-site mitigation required for the project. All environmental permits for all easements were in-hand by August 2006. The mitigation scope includes the purchase of three properties in the Snohomish River Estuary, the purchase and demolition of the Meadowdale Marina and a small freshwater wetland enhancement project in the Town of Woodway. The wetland enhancement at Woodway is underway. A process to identify a replacement project that will be of similar nature to the Meadowdale Marina project is underway. Construction is scheduled to be completed in 2009 but post construction mitigation and monitoring will take place through 2010.

Changes since 2007: None

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	10,288
2008 Proposed Budget (in $ 000)	10,288

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	1,074	3,437	588	2,599	2,590	0	0	0	10,288
Total	**1,074**	**3,437**	**588**	**2,599**	**2,590**	**0**	**0**	**0**	**10,288**

Capital Cost Elements

Cost Element	1997-06	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	71	198	29	127	126	0	0	0	550
Pre-Engineering/Env Review	731	1,089	0	0	0	0	0	0	1,820
Final Design and Specification	20	360	0	0	0	0	0	0	380
ROW and Construction	252	1,790	559	2,472	1,450	0	0	0	6,523
Contingency	0	0	0	0	1,015	0	0	0	1,015
Total	**1,074**	**3,437**	**588**	**2,599**	**2,590**	**0**	**0**	**0**	**10,288**

Risk Assesment :

Status: Conceptual Engineering

Estimate Type: Conceptual

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2008

2008 Budget Schedule: 2009

Sounder

Project **135** D Street-M Street Track & Signal

Description

Scope: Design and construct a railroad track connection between existing railroad track at the Tacoma Dome Station and the Sound Transit railroad right-of-way (the Lakeview Subdivision Line) commencing at the S. Tacoma Avenue overpass. Feasibility studies are underway to evaluate elimination of the currently proposed at-grade crossings of Pacific Ave. and South Tacoma Way with an overpass across Pacific Ave. and realigning the proposed tracks to avoid crossing South Tacoma Way. Board action is necessary to determine the preferred alternative for route of the rail connector, action is anticipated in 2008.

Changes Since 2007: None

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	76,025
2008 Proposed Budget (in $ 000)	76,025

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Pierce County	25,730	716	2,071	6,547	1,215	2,108	37,637	0	76,025
Total	**25,730**	**716**	**2,071**	**6,547**	**1,215**	**2,108**	**37,637**	**0**	**76,025**

Capital Cost Elements

Cost Element	1997-06	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	1,711	132	58	185	34	60	1,063	0	3,243
Pre-Engineering/Env Review	1,467	116	159	0	0	0	0	0	1,742
Final Design and Specification	2,126	0	125	2,458	0	0	0	0	4,708
ROW and Construction	11,474	7	1,373	3,801	1,163	2,048	288	0	20,155
Vehicles	8,953	461	356	104	17	0	0	0	9,891
Contingency	0	0	0	0	0	0	36,286	0	36,286
Total	**25,730**	**716**	**2,071**	**6,547**	**1,215**	**2,108**	**37,637**	**0**	**76,025**

Risk Assesment :

Status: PE/ED

Estimate Type: Conceptual

Budget Risk Level: HIGH

- [x] Right of Way Costs
- [x] Scope Escalation/Change
- [x] Design and Environmental regulations
- [ ] Unexpected Finding During Engineering
- [x] Limited Budget Basis
- [x] Shared Project funding
- [x] Utilities Relocation
- [x] Project Location
- [ ] Coordination

Schedule Risk level: HIGH

2007 Budget Schedule: 2010

2008 Budget Schedule: TBD

Comment

Feasibility study of a grade separated alternative has impacted the schedule for completion and if pursued will require additional project budget and funding by third parties.

Sounder

Project

140 Layover

Description

Scope: Layover is a system wide component of the commuter rail program. It includes storage tracks and facilities for layover of trains at Seattle, Everett, and Lakewood. The costs and budget are allocated to 3 subareas based on vehicle miles with 26 weekday train trips in service. The budget includes a $12.7 million pass-through state grant to Amtrak for the improvements to the Seattle (Holgate) yard. A new sub-project has been initiated to expand the existing temporary L St. Layover Yard in Tacoma because of the delay on the D St. to M St. Track & Signal project.

Changes since 2007: Budget increased $79K to cover overhead, funds transferred from the Snohomish County Program Reserve to the Snohomish County portion of the project.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	24,344
2008 Proposed Budget (in $ 000)	24,424

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	2,527	480	693	446	228	0	0	0	4,374
South King County	5,138	501	1,045	1,267	1,085	91	0	0	9,127
Pierce County	6,148	802	1,422	1,358	1,083	111	0	0	10,923
Total	**13,813**	**1,783**	**3,159**	**3,071**	**2,396**	**202**	**0**	**0**	**24,424**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	496	79	85	81	62	5	0	0	808
Pre-Engineering/Env Review	125	102	88	0	0	0	0	0	315
Final Design and Specification	259	159	86	0	0	0	0	0	503
ROW Acquisition and Permits	0	411	459	0	0	0	0	0	870
Construction	12,933	1,032	2,442	2,990	2,324	0	0	0	21,720
Contingency	0	0	0	0	10	197	0	0	207
Total	**13,813**	**1,783**	**3,159**	**3,071**	**2,396**	**202**	**0**	**0**	**24,424**

Risk Assesment :

Status: Final Design

Estimate Type: Design

Budget Risk Level: HIGH

- ☐ Right of Way Costs
- ☐ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☐ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☑ Project Location
- ☑ Coordination

Schedule Risk level: MEDIUM

2007 Budget Schedule: 2008

2008 Budget Schedule: 2010

Comment

Complex ROW acquisition has impacted the ability to proceed to construction in Everett. Lakewood Layover is delayed due to coordination with WSDOT's Pt. Defiance By-Pass project.

Sounder

Project

150 Nisqually-Lakewood ROW

Description

Scope: This project acquires property from BNSF along with required due diligence and property management activities. There will be no design or construction activity, property maintenance will be the responsibility of BNSF until final payments are made. At that time, the responsibility for property maintenance will transfer to Sound Transit.

Changes since 2007: None.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	16,101
2008 Proposed Budget (in $ 000)	16,101

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Pierce County	14,779	1,323	0	0	0	0	0	0	16,101
Total	**14,779**	**1,323**	**0**	**0**	**0**	**0**	**0**	**0**	**16,101**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	1	0	0	0	0	0	0	0	1
ROW Acquisition and Permits	14,777	1,323	0	0	0	0	0	0	16,100
Total	**14,779**	**1,323**	**0**	**0**	**0**	**0**	**0**	**0**	**16,101**

Risk Assesment :

Status: Closed

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2007

2008 Budget Schedule: 2007

Sounder

Project **201** Everett Station

Description

Scope: Everett Station is a multimodal station accommodating Amtrak, Greyhound, Everett Transit, Community Transit, Sound Transit Express Bus, Sounder Commuter Rail, charters, taxis, and shuttles. The initial phase of the project was developed by the City of Everett. Sound Transit is responsible for construction of the final phase of the station, including demolition and remediation on the east side of the tracks (completed in 2006), the east parking lot (440 stalls), a pedestrian bridge over the tracks connecting the east parking lot to the commuter rail platform, pedestrian access plazas on both sides of the tracks, completion of the north portion of the south parking lot (total 300 parking stalls), and a small operations building on the west side of the tracks to house light maintenance supplies, security personnel and BNSF train crews.

Changes since 2007: None

Summaries

Baseline (in $ 000)	26,872
2007 Current Budget (in $ 000)	28,774
2008 Proposed Budget (in $ 000)	28,774

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	17,711	2,434	8,316	313	0	0	0	0	28,774
Total	**17,711**	**2,434**	**8,316**	**313**	**0**	**0**	**0**	**0**	**28,774**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	1,039	186	458	17	0	0	0	0	1,700
Pre-Engineering/Env Review	1,194	1	0	0	0	0	0	0	1,195
Final Design and Specification	1,397	17	0	0	0	0	0	0	1,414
ROW Acquisition and Permits	7,181	218	0	0	0	0	0	0	7,399
Construction	6,901	2,013	7,858	0	0	0	0	0	16,772
Contingency	0	0	0	296	0	0	0	0	296
Total	**17,711**	**2,434**	**8,316**	**313**	**0**	**0**	**0**	**0**	**28,774**

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: MEDIUM

- ☐ Right of Way Costs
- ☐ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☐ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☐ Coordination

Schedule Risk level: MEDIUM

2007 Budget Schedule: 2007

2008 Budget Schedule: 2008

Comment

Delay in schedule due to property acquisition issues has caused construction cost to rise, project has limited contingencies.

Sounder

Project

205 Mukilteo Station, North Platform

Description

Scope: Work elements included in this project are the north platform, surface parking, sidewalk, foundations for the future building and pedestrian bridge, landscaping, signage and lighting. The Mukilteo Water District has signed an agreement for a $240K betterment which will extend the existing water utility. This will not be reflected in the project budget.

Changes since 2007: Budget is being reduced by $26.5K which is being transferred to the STart budget for this project in accordance with an agreement with the City of Mukilteo to waive the First Street vacation compensation in exchange for increasing the station art budget.

Summaries

Baseline (in $ 000)	9,810
2007 Current Budget (in $ 000)	10,247
2008 Proposed Budget (in $ 000)	10,221

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	2,770	3,520	3,578	353	0	0	0	0	10,221
Total	**2,770**	**3,520**	**3,578**	**353**	**0**	**0**	**0**	**0**	**10,221**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	226	264	168	17	0	0	0	0	675
Pre-Engineering/Env Review	620	2	0	0	0	0	0	0	622
Final Design and Specification	1,612	-314	28	0	0	0	0	0	1,326
ROW Acquisition and Permits	300	187	0	0	0	0	0	0	487
Construction	12	3,382	3,382	0	0	0	0	0	6,775
Contingency	0	0	0	336	0	0	0	0	336
Total	**2,770**	**3,520**	**3,578**	**353**	**0**	**0**	**0**	**0**	**10,221**

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: MEDIUM

2007 Budget Schedule: 2007

2008 Budget Schedule: 2008

Sounder

Project

206 Mukilteo Station, South Platform

Description

Scope: The Mukilteo Station South Platform project includes the 2nd platform, stair & elevator towers for both platforms and the pedestrian bridge connecting them. A contribution towards a surface parking lot to be constructed by Washington State Ferries as part of a future new Mukilteo multimodal terminal, is also included.

Changes since 2007: None

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	9,371
2008 Proposed Budget (in $ 000)	9,371

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	0	2,278	956	4,249	1,889	0	0	0	9,371
Total	**0**	**2,278**	**956**	**4,249**	**1,889**	**0**	**0**	**0**	**9,371**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	0	142	56	247	110	0	0	0	554
Final Design and Specification	0	1,446	0	0	0	0	0	0	1,446
ROW Acquisition and Permits	0	690	0	0	0	0	0	0	690
Construction	0	0	900	4,002	1,744	0	0	0	6,646
Contingency	0	0	0	0	35	0	0	0	35
Total	**0**	**2,278**	**956**	**4,249**	**1,889**	**0**	**0**	**0**	**9,371**

Risk Assesment :

Status: Final Design

Estimate Type: Design

Budget Risk Level: HIGH

- [x] Right of Way Costs
- [ ] Scope Escalation/Change
- [ ] Design and Environmental regulations
- [x] Unexpected Finding During Engineering
- [ ] Limited Budget Basis
- [ ] Shared Project funding
- [ ] Utilities Relocation
- [x] Project Location
- [ ] Coordination

Schedule Risk level: MEDIUM

2007 Budget Schedule: 2009

2008 Budget Schedule: 2010

Comment

Project dependent upon BNSF schedule to construct 2nd track.

Sounder

Project

207 Edmonds Station (Temporary)

Description

Project in service.

Changes since 2007: Administrative process underway to close out project, transferring $29K in excess budget to project 209 - Edmonds Station.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	206
2008 Proposed Budget (in $ 000)	177

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	176	0	0	0	0	0	0	0	177
Total	**176**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**177**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	9	0	0	0	0	0	0	0	9
Pre-Engineering/Env Review	3	0	0	0	0	0	0	0	3
Final Design and Specification	0	0	0	0	0	0	0	0	0
ROW Acquisition and Permits	0	0	0	0	0	0	0	0	0
Construction	163	0	0	0	0	0	0	0	163
Total	**176**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**177**

Risk Assesment :

Status: In Service

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2003

2008 Budget Schedule: 2003

Sounder

Project

209 Edmonds Station

Description

Scope: Edmonds is currently served by a temporary platform on the east side of the tracks at the Edmonds Amtrak Station. An interim station will be constructed for Sounder service until such time as the Edmonds Crossing multimodal station led by the Washington State Ferries is funded and built. When BNSF constructs a second main line through Edmonds, construction will require removal of the temporary station platform. The interim station will include two platforms (shared with Amtrak), shelters for weather protection, short term parking for passenger drop off and pick up, and about 150 parking spaces. The station scope has been revisited to reflect the shorter lifespan (10-15 years) expected for the interim station due to the future Edmonds Crossing project. To ensure continuous service is provided once BNSF starts construction of the second mainline, Sound Transit must build a new platform on the west side of the existing tracks between Dayton and Main Streets, as an initial phase of development at this site.

Changes since 2007: Transferred $29K in budget from project 207 - Edmonds Station (Temporary) which is being closed out.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	12,900
2008 Proposed Budget (in $ 000)	12,929

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	3,026	1,329	2,757	5,817	0	0	0	0	12,929
Total	**3,026**	**1,329**	**2,757**	**5,817**	**0**	**0**	**0**	**0**	**12,929**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	206	102	118	249	0	0	0	0	674
Pre-Engineering/Env Review	685	28	0	0	0	0	0	0	713
Final Design and Specification	22	1,075	3	0	0	0	0	0	1,099
ROW Acquisition and Permits	2,037	125	0	0	0	0	0	0	2,162
Construction	77	0	2,637	4,792	0	0	0	0	7,506
Contingency	0	0	0	776	0	0	0	0	776
Total	**3,026**	**1,329**	**2,757**	**5,817**	**0**	**0**	**0**	**0**	**12,929**

Risk Assesment :

Status: Final Design

Estimate Type: Design

Budget Risk Level: LOW

Schedule Risk level: MEDIUM

2007 Budget Schedule: 2009

2008 Budget Schedule: 2009

Comment

Project dependent upon BNSF schedule to construct 2nd track.

Sounder

Project

235 Tukwila Station (Temporary)

Description

Project is in service.

Changes since 2007: Administrative process underway to close out project, transferring $456K in excess budget to project 236 - Tukwila Station.

Summaries

Baseline (in $ 000)	20,331
2007 Current Budget (in $ 000)	3,293
2008 Proposed Budget (in $ 000)	2,837

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
South King County	2,837	0	0	0	0	0	0	0	2,837
Total	**2,837**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,837**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	212	0	0	0	0	0	0	0	212
Pre-Engineering/Env Review	260	0	0	0	0	0	0	0	260
Final Design and Specification	480	0	0	0	0	0	0	0	480
ROW Acquisition and Permits	177	0	0	0	0	0	0	0	177
Construction	1,708	0	0	0	0	0	0	0	1,708
Total	**2,837**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,837**

Risk Assesment :

Status: In Service

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2004

2008 Budget Schedule: 2004

Sounder

Project

236 Tukwila Station

Description

Scope: Service to Tukwila is currently supported by a temporary station boarding area. Preliminary engineering is underway on the design of a permanent station. The permanent Tukwila Station may include two platforms with canopies, surface parking, a bus transfer facility, two ticket vending machines, and bike lockers, depending on the cost estimate for these elements. It will be constructed south of Longacres Way and west of the BNSF railroad tracks. Full build out of the permanent station improvements is dependant upon successful passage of Sound Transit 2. The current station budget is anticipated to fund a portion of the permanent station. The project partners (Tukwila, Renton, AMTRAK, KCM, ST) have developed a Master Plan for the station. The Master Plan also identifies off-site improvements that will be the responsibility of others.

Changes since 2007: Transferred $456K in budget from project 235 - Tukwila Station (Temporary) which is being closed out.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	15,977
2008 Proposed Budget (in $ 000)	16,434

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
South King County	8,741	710	651	6,332	0	0	0	0	16,434
Total	**8,741**	**710**	**651**	**6,332**	**0**	**0**	**0**	**0**	**16,434**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	116	85	61	593	0	0	0	0	855
Pre-Engineering/Env Review	250	625	300	0	0	0	0	0	1,175
Final Design and Specification	0	0	290	110	0	0	0	0	400
ROW Acquisition and Permits	8,376	0	0	0	0	0	0	0	8,376
Contingency	0	0	0	5,629	0	0	0	0	5,629
Total	**8,741**	**710**	**651**	**6,332**	**0**	**0**	**0**	**0**	**16,434**

Risk Assesment :

Status: Preliminary Engineering

Estimate Type: Conceptual

Budget Risk Level: HIGH

- ☐ Right of Way Costs
- ☐ Scope Escalation/Change
- ☑ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☑ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☑ Coordination

Schedule Risk level: HIGH

2007 Budget Schedule: TBD

2008 Budget Schedule: TBD

Comment

Risks are being addressed in work that is underway to phase station construction. Permanent station is dependent upon passage of RTID/ST2 vote.

Sounder

Project

247 Reservation-Freighthouse

Description

Scope: This project includes the construction of 1.3 miles of new track and signals for the Reservation - Freighthouse connection. The work is substantially complete. A third phase of remediation of a segment of the structural earth wall was required to address settlement that occurred beyond original estimates. Phase 3 remediation consisted of the construction of concrete retaining walls supported by two rows of drilled shaft piles and relocation of a section of existing storm drainage line.

Changes since 2007: None.

Summaries

Baseline (in $ 000)	9,958
2007 Current Budget (in $ 000)	19,889
2008 Proposed Budget (in $ 000)	19,889

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
South King County	6,895	3,892	0	0	0	0	0	0	10,787
Pierce County	5,715	3,387	0	0	0	0	0	0	9,102
Total	**12,610**	**7,279**	**0**	**0**	**0**	**0**	**0**	**0**	**19,889**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	712	383	0	0	0	0	0	0	1,096
Pre-Engineering/Env Review	201	0	0	0	0	0	0	0	201
Final Design and Specification	990	212	0	0	0	0	0	0	1,202
Construction	10,707	5,718	0	0	0	0	0	0	16,425
Contingency	0	965	0	0	0	0	0	0	965
Total	**12,610**	**7,279**	**0**	**0**	**0**	**0**	**0**	**0**	**19,889**

Risk Assesment :

Status: In Service

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2006

2008 Budget Schedule: 2007

Sounder

Project **251** South Tacoma Station

Description

Scope: The project is located between South 56th and South 60th Streets in South Tacoma. This station will provide service to South Tacoma and University Place residents to destinations along the Sounder Commuter Rail corridor and intercept those customers currently traveling north to the Tacoma Dome Station. The project includes a single-side platform with passenger amenities, surface parking for approximately 215 vehicles and a passenger drop-off zone.

Changes since 2007: None, however, project budget will need to be increased following construction contract bid opening in order to award to any of the three bidders. When the low responsive and responsible bidder has been determined, a 2007 budget amendment will be taken to the Board.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	11,515
2008 Proposed Budget (in $ 000)	11,515

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Pierce County	2,985	3,356	3,932	1,241	0	0	0	0	11,515
Total	**2,985**	**3,356**	**3,932**	**1,241**	**0**	**0**	**0**	**0**	**11,515**

Capital Cost Elements

Cost Element	1997-06	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	219	243	221	70	0	0	0	0	753
Pre-Engineering/Env Review	542	0	0	0	0	0	0	0	542
Final Design and Specification	885	219	0	0	0	0	0	0	1,103
ROW and Construction	1,340	2,895	3,711	250	0	0	0	0	8,196
Contingency	0	0	0	921	0	0	0	0	921
Total	**2,985**	**3,356**	**3,932**	**1,241**	**0**	**0**	**0**	**0**	**11,515**

Risk Assesment :

Status: Baseline Cost Estimate

Estimate Type: Construction

Budget Risk Level: HIGH

- [x] Right of Way Costs
- [ ] Scope Escalation/Change
- [ ] Design and Environmental regulations
- [ ] Unexpected Finding During Engineering
- [ ] Limited Budget Basis
- [ ] Shared Project funding
- [ ] Utilities Relocation
- [ ] Project Location
- [x] Coordination

Schedule Risk level: LOW

2007 Budget Schedule: 2008

2008 Budget Schedule: 2008

Comment

Budget will need to be increased in order to award a construction contract. Budget risk will remain high due to an unresolved valuation of ROW acquisition.

Sounder

Project

253 Lakewood Station

Description

Scope: Lakewood Station will provide a 600 foot-long single-side platform for commuter rail, bus transit facilities for regional and local service, passenger shelters, and parking for approximately 620 vehicles in a structured garage. The station will be located at a site on Pacific Highway S., approximately 1/2 mile north of Bridgeport Way and approximately one mile south of the I-5/SR 512 interchange. In coordination with this project, the City of Lakewood is constructing street improvements on Pacific Highway SW and 47th Avenue SW, including installation of three traffic signals serving the station.

Changes since 2007: none

Summaries

Baseline (in $ 000)	32,920
2007 Current Budget (in $ 000)	32,920
2008 Proposed Budget (in $ 000)	32,920

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Pierce County	7,158	8,030	14,201	3,531	0	0	0	0	32,920
Total	**7,158**	**8,030**	**14,201**	**3,531**	**0**	**0**	**0**	**0**	**32,920**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	450	534	798	198	0	0	0	0	1,980
Pre-Engineering/Env Review	1,019	351	0	0	0	0	0	0	1,369
Final Design and Specification	1,431	832	0	0	0	0	0	0	2,263
ROW Acquisition and Permits	4,180	1,069	0	0	0	0	0	0	5,250
Construction	78	5,243	13,403	1,708	0	0	0	0	20,433
Contingency	0	0	0	1,625	0	0	0	0	1,625
Total	**7,158**	**8,030**	**14,201**	**3,531**	**0**	**0**	**0**	**0**	**32,920**

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2008

2008 Budget Schedule: 2008

Sounder

Project

601 Sounder Program Reserve

Description

Changes since 2007: Snohomish County reserves decreased by $79K as a result of a transfer to the Layover project due to increased overhead budget. No change in South King County or Pierce County.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	4,606
2008 Proposed Budget (in $ 000)	4,527

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	0	0	0	0	2,238	0	0	0	2,238
South King County	0	0	0	0	118	0	0	0	118
Pierce County	0	0	0	0	2,170	0	0	0	2,170
Total	**0**	**0**	**0**	**0**	**4,527**	**0**	**0**	**0**	**4,527**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Contingency	0	0	0	0	4,527	0	0	0	4,527
Total	**0**	**0**	**0**	**0**	**4,527**	**0**	**0**	**0**	**4,527**

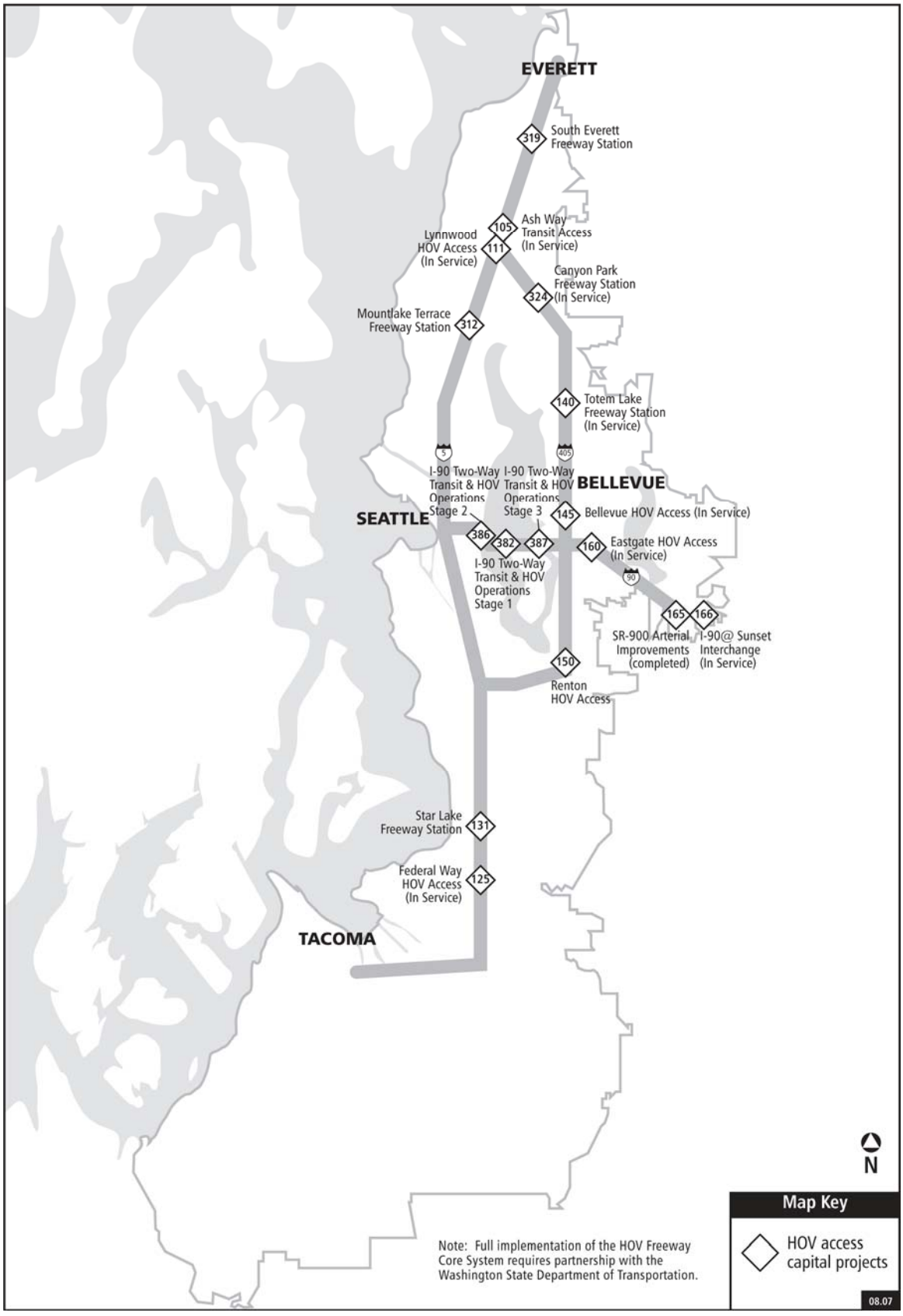
REGIONAL EXPRESS PROGRAM SUMMARY

The Regional Express program includes Community Connections and HOV Access projects.

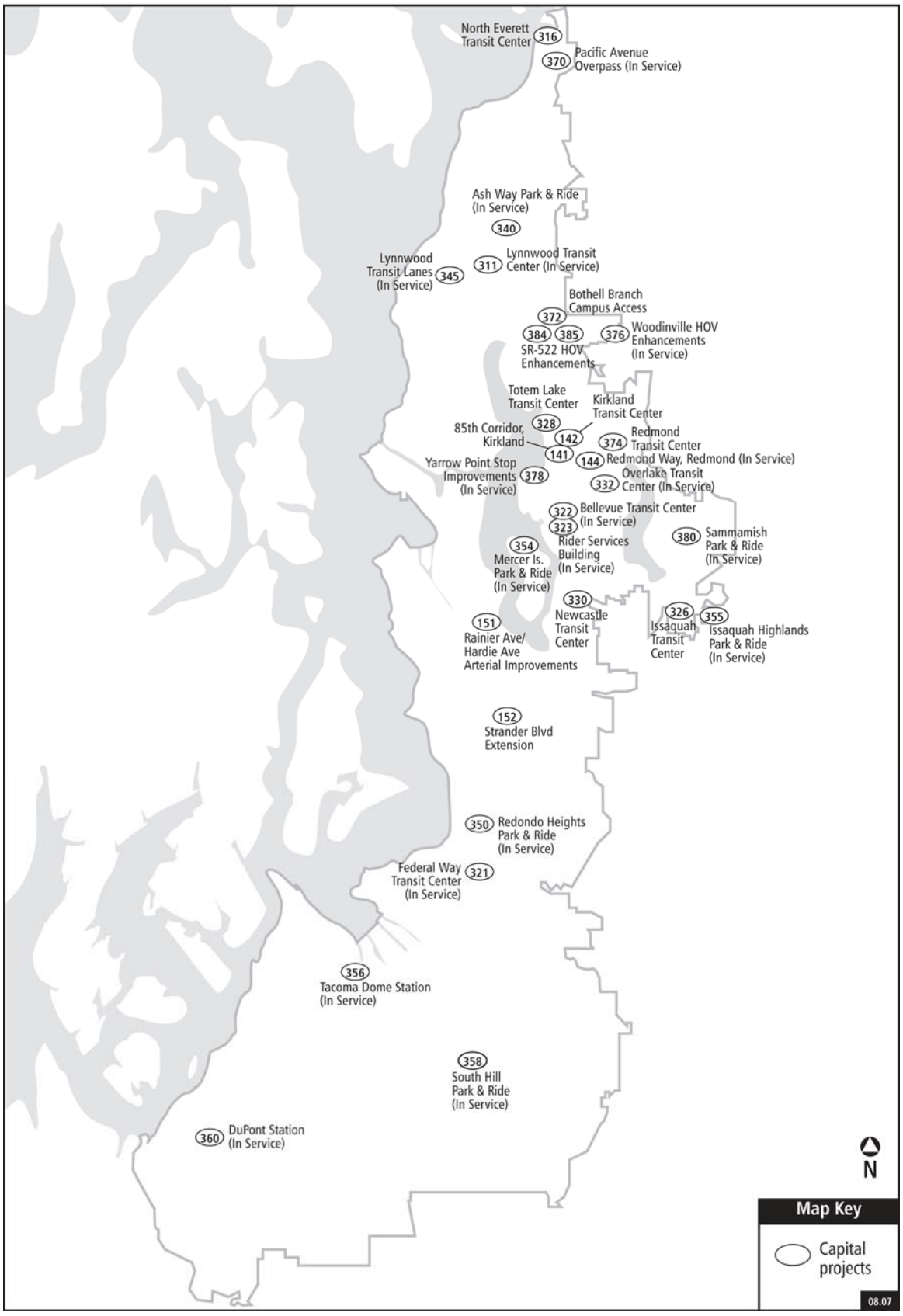
To maximize public access between regional and local transit systems, Sound Transit is completing a variety of Community Connection facilities, including transit centers, park-and-ride lots, and transit access improvements. These facilities will improve access to the regional transit system as well as connections to local transit services.

The HOV Access projects are being implemented through a partnership between Sound Transit and the Washington State Department of Transportation. Sound Transit is funding direct access ramps and freeway transit stations to make it easier for transit customers, vanpools, and carpools to access the HOV lanes on some of the region's most congested freeways.

REGIONAL EXPRESS CAPITAL PROJECTS - HOV ACCESS



REGIONAL EXPRESS CAPITAL PROJECTS - COMMUNITY CONNECTIONS


North Everett Transit Center 316
Pacific Avenue Overpass (In Service) 370
Ash Way Park & Ride (In Service)
340
Lynnwood Transit Center (In Service) 311
Lynnwood Transit Lanes (In Service) 345
Bothell Branch Campus Access 372
Woodinville HOV Enhancements (In Service) 376
SR-522 HOV Enhancements 384 385
Totem Lake Transit Center
Kirkland Transit Center 328
85th Corridor, Kirkland 142 141
Redmond Transit Center 374
Redmond Way, Redmond (In Service) 144
Yarrow Point Stop Improvements (In Service) 378
Overlake Transit Center (In Service) 332
Bellevue Transit Center (In Service) 322
Rider Services Building (In Service) 323
Sammamish Park & Ride (In Service) 380
Mercer Is. Park & Ride (In Service) 354
Newcastle Transit Center 330
Issaquah Transit Center 326
Issaquah Highlands Park & Ride (In Service) 355
Rainier Ave/ Hardie Ave Arterial Improvements 151
Strander Blvd Extension 152
Redondo Heights Park & Ride (In Service) 350
Federal Way Transit Center (In Service) 321
Tacoma Dome Station (In Service) 356
South Hill Park & Ride (In Service) 358
DuPont Station (In Service) 360
N
Map Key
Capital projects
08.07

Regional Express Capital Plan

The Regional Express 2008 Proposed lifetime capital budget (1997–2012) is $785.2 million with a 2008 annual spending plan of $57.3 million. The program lifetime budget remains the same as in 2007. The yearly spending plan reflects a decrease of $7.1 million compared to the current 2007 spending plan.

Expenditures in 2008 in the Regional Express Program will be lower than in 2007 due to the completion of the Canyon Park Freeway Station, Totem Lake Freeway Station, Mercer Island Park-and-Ride, Bothell Branch Campus Access, and Issaquah Transit Center projects.

The Snohomish County program has three projects remaining to be completed: South Everett Freeway Station, Mountlake Terrace Freeway Station, and City of Everett-led North Everett Transit Center project. The South Everett Freeway Station and the North Everett Transit Center projects are under construction and the other project is in final design.

The South King County projects are in service with the exception of the Star Lake Freeway Station. Work is underway to determine if the design concept previously agreed to by all parties can be developed in phases.

In East King County, Regional Express management is focused on completing the design of the remaining program and advancing these projects into construction. The projects not yet under construction include the Renton HOV Access and I-90 Two-Way Transit and HOV Operations (Stages 2 and 3) projects which are dependent upon funding from WSDOT and others. The Kirkland Transit Center project is currently in the preliminary engineering and environmental documentation phase. The remaining East King County projects not yet under construction are being led by others with capped contributions from Sound Transit.

All Pierce County projects in the Regional Express program have been in service since 2004.

Changes in the Proposed 2008 Budget

Transfers to and from Capital Program Subarea Reserves:

Snohomish County:

- Lynnwood HOV Access: The project budget has decreased by $56 thousand in project savings for a total realized savings of $5.5 million; savings transferred to the program reserve.
- Lynnwood Transit Center: The project budget has decreased by $80 thousand in project savings for a total realized savings of $3.4 million; savings transferred to the program reserve.
- Mountlake Terrace Freeway Station (312): No budget changes are proposed in 2008. However, final project budget will need adjustment as noted in the risk section, when the project is baselined in the 4th quarter of 2007.

East King County:

- Redmond Way, Redmond: The project budget has decreased by $308 thousand in project savings; savings transferred to the program reserve.
- Bellevue HOV Access: The project budget has decreased by $1.9 million in realized project savings for a total realized savings of $18.3 million; savings transferred to the program reserve.
- Rainier Ave./Hardie Ave. Arterial Improvements: The project budget has increased by $43 thousand due to an increase in the overhead forecast; budget transferred from the program

reserve.

- Strander Boulevard Extension: The project budget has increased by $11 thousand due to an increase in the overhead forecast; budget transferred from the program reserve.
- Woodinville Arterial HOV: The project budget has decreased by $16 thousand in realized project savings for a total realized savings of $5.3 million; savings transferred to the program reserve.
- Yarrow Point Stop Improvements: The project budget has decreased by $42 thousand in realized project savings, savings transferred to the program reserve.
- SR522 HOV Enhancements/Bothell: The project budget has increased by $29 thousand due to an increase in the overhead forecast. The budget was transferred from the program reserve.

Regional Express Schedule Changes

Led by Sound Transit

Old Completion Date/**New Completion Date**

Project	2007	2008	2009	2010-2013
312 Mountlake Terrace Freeway Station			1Q 2009	**3Q 2010**
142 Kirkland Transit Center				2Q 2010 **1Q 2010**
372 Bothell Branch Campus Access	2Q 2007	**2Q 2008**		

Led by Others - Sound Transit provides a capped contribution

Old Completion Date/**New Completion Date**

Project	2007	2008	2009	2010-2013
141 85th Corridor, Kirkland		3Q 2008	**3Q 2009**	
151 Rainier/Hardie Arterial Improvements		4Q 2008	**2Q 2009**	
152 Strander Blvd. Extension				1Q 2010 **1Q 2013**
328 Totem Lake Transit Center /Evergreen Medical Center		1Q 2008 **2Q 2008**		
384 SR 522 HOV Enhancements -Kenmore		2Q 2008 **3Q 2008**		

The completion dates in both tables above reflect when construction is expected to be substantially complete and the facility will be open for service. These dates do not include the project closeout effort, which can extend between twelve to eighteen months beyond the

completion of construction as liens are released, final invoices are processed, claims are negotiated and settled, and remaining budget is returned to program reserves.

Scope, Schedule and Budget Risks

- Mountlake Terrace Freeway Station (312): Project budget will need to be increased in order to baseline the project budget to account for the 60% design construction cost estimate and for appropriate construction cost escalation contingencies.

Baseline Budgets

The following active projects are or will be baselined in 2007:

- I-90 Two-Way Transit & HOV Operations, Stage 2 (386)
- Mountlake Terrace Freeway Station (312)

Regional Express

2008 Proposed Budget By Equity Area

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future Years	Total
Snohomish County	102,322	24,362	7,225	12,136	11,234	15	387	0	157,681
South King County	71,199	2,058	1,856	3,620	0	0	0	0	78,733
East King County	262,122	75,370	48,233	68,024	48,965	25,367	0	0	528,081
Pierce County	20,745	0	0	0	0	0	0	0	20,745
Regional Express	**456,389**	**101,790**	**57,313**	**83,781**	**60,200**	**25,382**	**387**	**0**	**785,242**

2008 Proposed Budget By Phase

Phase	1997-2006	2007	2008	2009	2010	2011	2012	Future Years	Total
10 Agency Administration	24,253	6,698	3,188	4,583	2,939	130	20	0	41,811
20 Pre-Engineering/Env Review	47,606	3,156	514	0	0	0	0	0	51,276
30 Final Design and Specification	37,613	6,063	10,685	1,507	0	0	0	0	55,867
40 ROW Acquisition and Permits	44,513	5,893	10,359	1,538	40	0	0	0	62,343
50 Construction	302,405	78,667	31,552	58,185	48,837	2,446	10	0	522,102
90 Contingency	0	1,313	1,015	17,967	8,383	22,806	357	0	51,842
Regional Express	**456,389**	**101,790**	**57,313**	**83,781**	**60,200**	**25,382**	**387**	**0**	**785,242**

2008 Proposed Budget By Project

Regional Express

Project Number and Name	1997-2006	2007	2008	2009	2010	2011	2012	Future Years	Total
Active Projects									
131 Star Lake Freeway Station/S 272nd	3,094	1	1,018	0	0	0	0	0	4,113
140 Totem Lake Freeway Station/NE 128th	59,174	16,603	110	228	147	0	0	0	76,263
141 85th Corridor, Kirkland	1,208	146	1,973	2,689	0	0	0	0	6,015
142 Kirkland Transit Center/3rd	610	928	3,483	4,667	3,612	0	0	0	13,300
144 Redmond Way, Redmond	248	1,882	0	0	0	0	0	0	2,130
150 Renton HOV Access/N 8th	3,309	2,237	9,309	26,516	25,700	4	0	0	67,075
151 Rainier Ave/Hardie Ave Arterial Improvements	417	1,785	3,132	3,316	4,506	2,561	0	0	15,717
152 Strander Boulevard Extension	0	706	1,478	1,346	689	0	0	0	4,219
312 Mountlake Terrace Freeway Station/236th SW	2,457	3,891	1,637	9,986	7,173	15	387	0	25,545
316 N Everett Transit Center/Everett Comm College	108	1,535	55	0	0	0	0	0	1,698
319 S Everett Freeway Station/112th SE	7,441	16,051	5,457	2,100	160	0	0	0	31,209
324 Canyon Park Freeway Station	4,355	5,836	31	11	494	0	0	0	10,728
326 Issaquah Transit Center/SR900	9,929	15,523	2,600	1,430	0	0	0	0	29,482
328 Totem Lake Transit Center/Evergreen Medical Center	766	2,002	3,389	1,587	0	0	0	0	7,743
330 Newcastle Transit Center/SE 70th	207	270	1,938	4,808	0	0	0	0	7,223
354 Mercer Island Park-And-Ride/N Mercer Way	10,619	4,411	1,056	745	0	0	0	0	16,829
372 Bothell Branch Campus Access	501	717	1,618	1,024	0	0	0	0	3,860
374 Redmond Transit Center/NE 83rd	335	3,121	2,263	1,213	0	0	0	0	6,931
382 I-90 Two-Way Transit & HOV Operations, Stage 1	5,362	9,759	8,610	1,958	92	0	0	0	25,782
384 SR522 HOV Enhancements/Kenmore	1,510	3,877	3,365	39	0	0	0	0	8,791
385 SR522 HOV Enhancements/Bothell	491	676	1,977	3,696	1,761	0	0	0	8,601
386 I-90 Two-Way Transit & HOV Operations, Stage 2	1,815	914	1,738	2,942	11,963	0	0	0	19,372
387 I-90 Two-Way Transit & H0V Operations, Stage 3	1,723	-2	0	0	0	0	0	0	1,722
999 Regional Express Program Reserve	0	0	0	0	3,895	22,802	0	0	26,697
Total for Active Projects	**115,678**	**92,869**	**56,236**	**70,299**	**60,194**	**25,382**	**387**	**0**	**421,046**
In Service or Closed Projects									
105 Ash Way Transit Access/164th SW	16,249	2,612	77	50	6	0	0	0	18,993
111 Lynnwood HOV Access/46th Ave W	25,660	34	0	0	0	0	0	0	25,694
125 Federal Way HOV Access/S 317th	27,624	730	835	3,428	0	0	0	0	32,618
135 I-405 @ Southcenter	55	0	0	0	0	0	0	0	55
145 Bellevue HOV Access	70,886	580	100	0	0	0	0	0	71,566
160 Eastgate HOV Access/142nd Ave SE	28,618	416	62	9,812	0	0	0	0	38,908
165 I-90 @ Sunset Interchange	9,185	0	0	0	0	0	0	0	9,185
166 SR900 Park-And-Ride Arterial Improvements	7,117	0	0	0	0	0	0	0	7,117
311 Lynnwood Transit Ctr/46th Ave W	30,075	239	0	0	0	0	0	0	30,314

2008 Proposed Budget By Project

Regional Express

Project Number and Name	1997-2006	2007	2008	2009	2010	2011	2012	Future Years	Total
314 S Everett Transit Center	31	0	0	0	0	0	0	0	31
321 Federal Way Transit Center/S 317th	37,932	1,328	3	192	0	0	0	0	39,455
322 Bellevue Transit Center/NE 6th	15,453	0	0	0	0	0	0	0	15,453
323 Bellevue Rider Services Bldg	2,738	763	0	0	0	0	0	0	3,501
332 Overlake Transit Center/NE 40th	10,939	0	0	0	0	0	0	0	10,939
340 Ash Way Park-And-Ride	1,114	0	0	0	0	0	0	0	1,114
342 Swamp Creek Park-And-Ride	303	0	0	0	0	0	0	0	303
345 Lynnwood SR99 Transit Lanes	2,546	0	0	0	0	0	0	0	2,546
346 E Everett Park-And-Ride	86	0	0	0	0	0	0	0	86
350 Redondo Heights Park-And-Ride/SR99	2,483	0	0	0	0	0	0	0	2,483
352 Other Park-And-Ride Expansion	10	0	0	0	0	0	0	0	10
355 Issaquah Highlands Park-And-Ride/Highland Dr	6,217	1,899	0	0	0	0	0	0	8,116
356 Tacoma Dome Station	10,805	0	0	0	0	0	0	0	10,805
358 South Hill Park-And-Ride/94th Ave E	5,625	0	0	0	0	0	0	0	5,625
360 Dupont Station/Wilmington Dr	4,314	0	0	0	0	0	0	0	4,314
370 Pacific Avenue Overpass	16,222	0	0	0	0	0	0	0	16,222
376 Woodinville Arterial HOV/SR202/SR522	1,410	13	0	0	0	0	0	0	1,424
378 Yarrow Point Stop Improvements	109	0	0	0	0	0	0	0	109
380 Sammamish Park-And-Ride/228th SE	6,872	307	0	0	0	0	0	0	7,179
395 Funds For Other Projects	31	0	0	0	0	0	0	0	31
Total for In Service or Closed Proj	**340,710**	**8,920**	**1,077**	**13,482**	**6**	**0**	**0**	**0**	**364,195**
Regional Express	**456,389**	**101,790**	**57,313**	**83,781**	**60,200**	**25,382**	**387**	**0**	**785,242**

Regional Express

Project **105** Ash Way Transit Access/164th SW

Description

Scope: Project is in service. Remaining budget is for mitigation for the loss of 0.41 acres of wetlands within the Wallace Swamp Creek Park, in the city limits of Kenmore which will continue until 2010.

Changes since 2007: None

Summaries

Baseline (in $ 000)	18,428
2007 Current Budget (in $ 000)	18,993
2008 Proposed Budget (in $ 000)	18,993

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	16,249	2,612	77	50	6	0	0	0	18,993
Total	**16,249**	**2,612**	**77**	**50**	**6**	**0**	**0**	**0**	**18,993**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	785	288	9	6	1	0	0	0	1,088
Pre-Engineering/Env Review	1,144	0	0	0	0	0	0	0	1,144
Final Design and Specification	1,639	0	0	0	0	0	0	0	1,639
Construction	12,681	2,324	68	45	5	0	0	0	15,123
Total	**16,249**	**2,612**	**77**	**50**	**6**	**0**	**0**	**0**	**18,993**

Risk Assesment :

Status: In Service

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2005

2008 Budget Schedule: 2005

Regional Express

Project **111** Lynnwood HOV Access/46th Ave W

Description

Project is in service.

Changes since 2007: Project savings of $56K transferred to Snohomish County Program Reserve and the project is being closed out.

Summaries

Baseline (in $ 000)	31,157
2007 Current Budget (in $ 000)	25,750
2008 Proposed Budget (in $ 000)	25,694

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	25,660	34	0	0	0	0	0	0	25,694
Total	**25,660**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**25,694**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	1,452	35	0	0	0	0	0	0	1,487
Pre-Engineering/Env Review	3,263	0	0	0	0	0	0	0	3,263
Final Design and Specification	1,686	0	0	0	0	0	0	0	1,686
ROW Acquisition and Permits	2,907	0	0	0	0	0	0	0	2,907
Construction	16,352	-1	0	0	0	0	0	0	16,351
Total	**25,660**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**25,694**

Risk Assesment :

Status: In Service

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2004

2008 Budget Schedule: 2004

Regional Express

Project

125 Federal Way HOV Access/S 317th

Description

Project is in service. Budget includes 3 years of post construction plant establishment per agreement with WSDOT.

Changes since 2007: None

Summaries

Baseline (in $ 000)	32,618
2007 Current Budget (in $ 000)	32,618
2008 Proposed Budget (in $ 000)	32,618

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
South King County	27,624	730	835	3,428	0	0	0	0	32,618
Total	**27,624**	**730**	**835**	**3,428**	**0**	**0**	**0**	**0**	**32,618**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	1,595	43	50	205	0	0	0	0	1,893
Pre-Engineering/Env Review	2,396	0	0	0	0	0	0	0	2,396
Final Design and Specification	1,833	0	0	0	0	0	0	0	1,833
ROW Acquisition and Permits	1,423	19	17	0	0	0	0	0	1,459
Construction	20,377	667	769	2,413	0	0	0	0	24,225
Contingency	0	0	0	811	0	0	0	0	811
Total	**27,624**	**730**	**835**	**3,428**	**0**	**0**	**0**	**0**	**32,618**

Risk Assesment :

Status: In Service

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2006

2008 Budget Schedule: 2006

Regional Express

Project

131 Star Lake Freeway Station/S 272nd

Description

Scope: This project consists of an in-line transit station in the I-5 median north of South 272nd Street in Kent, as well as transit/HOV direct access ramps to and from South 272nd Street to improve bus speed and reliability. The project would provide convenient customer access to I-5 bus service without requiring buses to exit the freeway and would improve the I-5/South 272nd Street connection for both transit and HOV's. The I-5/South 272nd Interchange Feasibility Study identified a Single Point Urban Interchange (SPUI) as the best alternative to improve transit access and traffic flow to/from the Star Lake area. The estimated cost of the full SPUI exceeds the available project funding, so WSDOT is leading a feasibility study to identify a viable Phase 1 project that would have independent utility and that could by built with the available funding. The expected completion date for the feasibility study is January 2008.

Changes since 2007: None.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	4,113
2008 Proposed Budget (in $ 000)	4,113

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
South King County	3,094	1	1,018	0	0	0	0	0	4,113
Total	**3,094**	**1**	**1,018**	**0**	**0**	**0**	**0**	**0**	**4,113**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	212	1	55	0	0	0	0	0	268
Pre-Engineering/Env Review	1,465	0	0	0	0	0	0	0	1,465
Final Design and Specification	259	0	0	0	0	0	0	0	259
Construction	1,157	0	0	0	0	0	0	0	1,157
Contingency	0	0	963	0	0	0	0	0	963
Total	**3,094**	**1**	**1,018**	**0**	**0**	**0**	**0**	**0**	**4,113**

Risk Assesment :

Status: Conceptual Engineering

Estimate Type: Conceptual

Budget Risk Level: HIGH

- [x] Right of Way Costs
- [x] Scope Escalation/Change
- [x] Design and Environmental regulations
- [x] Unexpected Finding During Engineering
- [x] Limited Budget Basis
- [x] Shared Project funding
- [x] Utilities Relocation
- [ ] Project Location
- [x] Coordination

Schedule Risk level: HIGH

2007 Budget Schedule: TBD

2008 Budget Schedule: TBD

Comment

A feasibility study conducted for this project concluded that a single-point urban interchange (SPUI) is the preferred alternative for this interchange; however, the project budget is insufficient to build the full SPUI design. The project team is currently conducting a second feasibility study to determine whether there is a viable Phase 1 project that can be built within the available budget. Any Phase 1 project identified would have to meet the WSDOT independent utility criteria for a 20-year time horizon. In an effort to meet these criteria, the project team may have to increase the project scope beyond the available budget.

Regional Express

Project

140 Totem Lake Freeway Station/NE 128th

Description

Scope: The Totem Lake Freeway Station project will connect N.E. 128th Street across I-405 and provide direct access to and from the north and southbound HOV lanes on I-405. It will serve the Totem Lake area of Kirkland including the Kingsgate Park-and-Ride and the proposed Totem Lake Transit Center to be located on the Evergreen Hospital campus. The project will provide for improved east/west local mobility across I-405 and bus and carpool access to and from I-405 at N.E. 128th Street. The improvements will provide fast, reliable connections to ST Express and King County Metro (KCM) buses. Budget includes 3 years of post construction plant establishment per agreement with WSDOT.

Changes since 2007: None

Summaries

Baseline (in $ 000)	85,875
2007 Current Budget (in $ 000)	76,263
2008 Proposed Budget (in $ 000)	76,263

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	59,174	16,603	110	228	147	0	0	0	76,263
Total	**59,174**	**16,603**	**110**	**228**	**147**	**0**	**0**	**0**	**76,263**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	3,372	922	8	17	11	0	0	0	4,329
Pre-Engineering/Env Review	6,283	0	0	0	0	0	0	0	6,283
Final Design and Specification	4,567	-3	0	0	0	0	0	0	4,564
ROW Acquisition and Permits	1,573	473	0	0	0	0	0	0	2,047
Construction	43,378	15,201	102	211	136	0	0	0	59,029
Contingency	0	11	0	0	0	0	0	0	11
Total	**59,174**	**16,603**	**110**	**228**	**147**	**0**	**0**	**0**	**76,263**

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: HIGH

- ☐ Right of Way Costs
- ☑ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☐ Limited Budget Basis
- ☑ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☑ Coordination

Schedule Risk level: LOW

2007 Budget Schedule: 2007

2008 Budget Schedule: 2007

Comment

The cantilevered portion of the north ramp failed as a result of a design error. WSDOT is to seek reimbursement from the 2008 state legislature for all of Sound Transit's costs for demolition and replacement, including the added shuttle costs, analysis of the failed section, and design of the replacement section. Pending reimbursement, budget risk is high.

Regional Express

Project

141 85th Corridor, Kirkland

Description

Scope: The project includes street widening, traffic signals, sidewalk improvements, and bus shelters at various intersections in Kirkland to enhance reliability and connections to transit. This project will be led by the City of Kirkland for all phases and funding by Sound Transit is capped at $3,734,460. The Interlocal Agreement for funding the project was approved by Sound Transit, Motion M2007-35. The project may also include improvements to an existing layover area located in close proximity of the downtown Kirkland Transit Center.

Changes since 2007: None

Summaries

Baseline (in $ 000)	8,453
2007 Current Budget (in $ 000)	6,015
2008 Proposed Budget (in $ 000)	6,015

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	1,208	146	1,973	2,689	0	0	0	0	6,015
Total	**1,208**	**146**	**1,973**	**2,689**	**0**	**0**	**0**	**0**	**6,015**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	107	8	103	140	0	0	0	0	358
Pre-Engineering/Env Review	991	133	0	0	0	0	0	0	1,124
Final Design and Specification	53	2	538	0	0	0	0	0	594
ROW Acquisition and Permits	40	2	833	0	0	0	0	0	875
Construction	17	0	498	2,059	0	0	0	0	2,575
Contingency	0	0	0	489	0	0	0	0	489
Total	**1,208**	**146**	**1,973**	**2,689**	**0**	**0**	**0**	**0**	**6,015**

Risk Assesment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2008

2008 Budget Schedule: 2009

Comment

ST's contribution is capped.

Regional Express

Project **142** Kirkland Transit Center/3rd

Description

Scope: This project is a regional transit center in Kirkland on Third Street, south of Central Way. The new transit center will accommodate existing and anticipated bus service by King County Metro and Sound Transit Regional Express routes. The project also includes intersection improvements in the vicinity of the transit center to enhance bus service speed and reliability.

Change since 2007: None.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	13,300
2008 Proposed Budget (in $ 000)	13,300

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	610	928	3,483	4,667	3,612	0	0	0	13,300
Total	**610**	**928**	**3,483**	**4,667**	**3,612**	**0**	**0**	**0**	**13,300**

Capital Cost Elements

Cost Element	1997-06	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	30	86	170	228	177	0	0	0	692
Pre-Engineering/Env Review	580	470	0	0	0	0	0	0	1,050
Final Design and Specification	0	79	1,991	0	0	0	0	0	2,070
ROW and Construction	0	292	1,322	4,438	2,547	0	0	0	8,600
Contingency	0	0	0	0	888	0	0	0	888
Total	**610**	**928**	**3,483**	**4,667**	**3,612**	**0**	**0**	**0**	**13,300**

Risk Assesment :

Status: PE/ED

Estimate Type: Conceptual

Budget Risk Level: MEDIUM

- ☐ Right of Way Costs
- ☐ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☐ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☑ Coordination

Schedule Risk level: MEDIUM

2007 Budget Schedule: 2010

2008 Budget Schedule: 2010

Comment

Interlocal agreement not completed, thus scope and budget not finalized.

Regional Express

Project

144 Redmond Way, Redmond

Description

Scope: The project includes the following elements to enhance reliability and connections to transit: 1) Extension of the westbound to northbound right turn lane at the intersection of Redmond Way and 132nd Ave NE by 700 feet; 2) Construction of a center median on Redmond Way between 132nd Ave NE and 140th Ave NE; 3) Construction of a sidewalk and planter strip along the north side of Redmond Way; and 4) Widening 132nd Ave NE and 140th Ave NE intersections to permit U-turns. Final design, ROW acquisition and construction phases will be led by the City of Redmond as outlined in the Cooperative Funding Agreement between Sound Transit and the City of Redmond as approved by Motion M2005-79. Funding by Sound Transit is capped at $1,419,480.

Changes since 2007: Project savings of $308K to be transferred to East King County Program Reserve.

Summaries

Baseline (in $ 000)	2,438
2007 Current Budget (in $ 000)	2,438
2008 Proposed Budget (in $ 000)	2,130

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	248	1,882	0	0	0	0	0	0	2,130
Total	**248**	**1,882**	**0**	**0**	**0**	**0**	**0**	**0**	**2,130**

Capital Cost Elements

Cost Element	1997-06	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	0	111	0	0	0	0	0	0	111
Final Design and Specification	239	-10	0	0	0	0	0	0	229
ROW and Construction	9	1,782	0	0	0	0	0	0	1,791
Total	**248**	**1,882**	**0**	**0**	**0**	**0**	**0**	**0**	**2,130**

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2008

2008 Budget Schedule: 2007

Regional Express

Project

145 Bellevue HOV Access

Description

Project is in service. The budget in 2008 is for plant establishment.

Changes since 2007: Project savings of $1.9 million transferred to the East King County Program Reserve.

Summaries

Baseline (in $ 000)	82,903
2007 Current Budget (in $ 000)	73,513
2008 Proposed Budget (in $ 000)	71,566

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	70,886	580	100	0	0	0	0	0	71,566
Total	**70,886**	**580**	**100**	**0**	**0**	**0**	**0**	**0**	**71,566**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	3,742	578	0	0	0	0	0	0	4,320
Pre-Engineering/Env Review	1,408	0	0	0	0	0	0	0	1,408
Final Design and Specification	4,039	0	0	0	0	0	0	0	4,039
ROW Acquisition and Permits	8,191	2	0	0	0	0	0	0	8,193
Construction	53,507	0	100	0	0	0	0	0	53,607
Total	**70,886**	**580**	**100**	**0**	**0**	**0**	**0**	**0**	**71,566**

Risk Assesment :

Status: In Service

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2005

2008 Budget Schedule: 2005

Regional Express

Project **150** Renton HOV Access/N 8th

Description

Scope: An HOV interchange on I-405 at North 8th Street to be built in partnership with WSDOT to include HOV direct-access to and from North 8th Street at I-405, and a "T" interchange to the center lanes of North 8th Street. This project would be designed and constructed as part of the I-405 widening construction project that currently is awaiting funding. Passage of the fall 2007 Road and Transit ballot measure will determine if there are available funds to complete the WSDOT portion of the project. If the RTID vote is successful the combined I-405/Renton HOV Access projects will proceed into design with construction scheduled for 2013-2015. The extent of inflation impacts due to construction scheduling to ST's budget will be determined in 2008. The East King County Program Reserve will be earmarked for Renton HOV Access, I-90 Two-Way Transit & HOV Operations, Stage 2, and other remaining East King County projects through the 2009 budget update.

Changes since 2007: None

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	67,075
2008 Proposed Budget (in $ 000)	67,075

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	3,309	2,237	9,309	26,516	25,700	4	0	0	67,075
Total	**3,309**	**2,237**	**9,309**	**26,516**	**25,700**	**4**	**0**	**0**	**67,075**

Capital Cost Elements

Cost Element	1997-06	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	377	118	485	1,381	1,339	0	0	0	3,700
Pre-Engineering/Env Review	2,877	46	0	0	0	0	0	0	2,923
Final Design and Specification	50	-15	3,709	773	0	0	0	0	4,517
ROW and Construction	4	2,088	5,115	24,362	24,362	0	0	0	55,931
Contingency	0	0	0	0	0	4	0	0	4
Total	**3,309**	**2,237**	**9,309**	**26,516**	**25,700**	**4**	**0**	**0**	**67,075**

Risk Assesment :

Status: PE/ED

Estimate Type: Conceptual

Budget Risk Level: MEDIUM

- [x] Right of Way Costs
- [x] Scope Escalation/Change
- [x] Design and Environmental regulations
- [x] Unexpected Finding During Engineering
- [x] Limited Budget Basis
- [x] Shared Project funding
- [ ] Utilities Relocation
- [ ] Project Location
- [x] Coordination

Schedule Risk level: HIGH

2007 Budget Schedule: TBD

2008 Budget Schedule: 2010

Comment

Budget and Schedule risks are due to lack of funds for WSDOT I-405 project in north Renton, which must be built simultaneously with the HOV Access project. Project schedule assumes the RTID/ST2 vote in November 2007 is passed.

Regional Express

Project

151 Rainier Ave/Hardie Ave Arterial Improvements

Description

Scope: This project will add Business and Transit Access Lanes (BAT Lanes), sidewalk, medians on Hardie Avenue between Rainier Avenue and Sunset Boulevard. The existing BNSF Railroad trestle will be widened to accommodate the improvements. A transit only traffic signal will be installed at the intersection of Hardie and Rainier Avenues. Rainier Avenue will be reconstructed between S. 2nd Street and S. 4th Place with access control elements; sidewalk bus stop improvements and a transit signal priority system. An eastbound queue jump on S. 3rd Street at Rainier Avenue will be constructed as part of the Rainier Avenue improvements. The City of Renton is the project lead. Sound Transit's contribution to the project is capped at $14.9M. Sound Transit's contributions will be made as work is completed in specific phases. The Interlocal Agreement for the PE/ED phase outlines the requirements for the City of Renton to receive monies for each additional phase.

Changes since 2007: Budget increased by $43K transferred from the East King County Program Reserves to cover overhead.

Summaries

Baseline (in $ 000)	15,675
2007 Current Budget (in $ 000)	15,675
2008 Proposed Budget (in $ 000)	15,717

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	417	1,785	3,132	3,316	4,506	2,561	0	0	15,717
Total	**417**	**1,785**	**3,132**	**3,316**	**4,506**	**2,561**	**0**	**0**	**15,717**

Capital Cost Elements

Cost Element	1997-06	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	20	112	159	168	229	130	0	0	817
Pre-Engineering/Env Review	397	1,589	514	0	0	0	0	0	2,500
Final Design and Specification	0	0	1,132	568	0	0	0	0	1,700
ROW and Construction	0	84	1,327	2,580	4,278	2,431	0	0	10,700
Total	**417**	**1,785**	**3,132**	**3,316**	**4,506**	**2,561**	**0**	**0**	**15,717**

Risk Assesment :

Status: Conceptual Engineering

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: HIGH

2007 Budget Schedule: 2008

2008 Budget Schedule: 2009

Comment

The City has proposed a re-scoping of the project to remove improvements from Hardie Avenue and increase BAT lane improvements on Rainier Avenue. ST's contribution is capped.

Regional Express

Project

152 Strander Boulevard Extension

Description

Scope: Strander Boulevard will be extended, as a five lane arterial, between the East Valley Highway and West Valley Highway. The City of Renton is the project lead. Sound Transit's contribution to the project is capped at $4M for the design, ROW and construction costs for the project's transit related elements (transit queue jumps at Lind Avenue, Oaksdale and the Boeing Access Road) and a pro-rated share of the frontage improvements. Sound Transit's contributions will be made as work is completed in specific phases. The Interlocal Agreement for the PE/ED phase outlines the requirements to be met for the City of Renton to receive monies for each additional phase.

Changes since 2007: Budget increased by $11K transfer from the East King County Program Reserve to cover overhead.

Summaries

Baseline (in $ 000)	4,208
2007 Current Budget (in $ 000)	4,208
2008 Proposed Budget (in $ 000)	4,219

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	0	706	1,478	1,346	689	0	0	0	4,219
Total	**0**	**706**	**1,478**	**1,346**	**689**	**0**	**0**	**0**	**4,219**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	0	47	72	66	34	0	0	0	219
Pre-Engineering/Env Review	0	30	0	0	0	0	0	0	30
Final Design and Specification	0	63	332	0	0	0	0	0	395
ROW Acquisition and Permits	0	275	0	0	0	0	0	0	275
Construction	0	291	1,073	1,280	655	0	0	0	3,300
Total	**0**	**706**	**1,478**	**1,346**	**689**	**0**	**0**	**0**	**4,219**

Risk Assesment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: HIGH

2007 Budget Schedule: 2010

2008 Budget Schedule: 2013

Comment

The City has not advanced the design of Strander Blvd. but has been focusing on the UPRR relocation needed for full build out of the project. ST's contribution is capped.

Regional Express

Project

160 Eastgate HOV Access/142nd Ave SE

Description

Scope: Eastgate direct-access ramps will connect the existing 142nd Place S.E. bridge to the I-90 HOV lanes. The ramps will provide a more direct connection to the existing Eastgate Park-and-Ride for buses and HOV traveling the I-90 corridor. Flyer stops, included at the top of the ramps, will provide additional transit routing options for both Sound Transit and King County Metro (KCM) service. The project was opened for service October 2006. Physical completion will be in 2007. There will be three years of post construction plant establishment.

Changes since 2007: None

Summaries

Baseline (in $ 000)	38,908
2007 Current Budget (in $ 000)	38,908
2008 Proposed Budget (in $ 000)	38,908

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	28,618	416	62	9,812	0	0	0	0	38,908
Total	**28,618**	**416**	**62**	**9,812**	**0**	**0**	**0**	**0**	**38,908**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	1,562	20	4	601	0	0	0	0	2,187
Pre-Engineering/Env Review	2,096	0	0	0	0	0	0	0	2,096
Final Design and Specification	2,272	0	0	0	0	0	0	0	2,272
ROW Acquisition and Permits	49	9	0	0	0	0	0	0	58
Construction	22,639	386	59	2,736	0	0	0	0	25,820
Contingency	0	0	0	6,475	0	0	0	0	6,475
Total	**28,618**	**416**	**62**	**9,812**	**0**	**0**	**0**	**0**	**38,908**

Risk Assesment :

Status: In Service

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2006

2008 Budget Schedule: 2006

Regional Express

Project **311** Lynnwood Transit Ctr/46th Ave W

Description

Project is in service.

Changes since 2007: Project savings of $80K transferred to Snohomish County Program Reserve and project closed out.

Summaries

Baseline (in $ 000)	33,683
2007 Current Budget (in $ 000)	30,393
2008 Proposed Budget (in $ 000)	30,314

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	30,075	239	0	0	0	0	0	0	30,314
Total	**30,075**	**239**	**0**	**0**	**0**	**0**	**0**	**0**	**30,314**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	1,466	229	0	0	0	0	0	0	1,695
Pre-Engineering/Env Review	1,713	0	0	0	0	0	0	0	1,713
Final Design and Specification	2,457	0	0	0	0	0	0	0	2,457
ROW Acquisition and Permits	11,539	0	0	0	0	0	0	0	11,539
Construction	12,900	10	0	0	0	0	0	0	12,910
Total	**30,075**	**239**	**0**	**0**	**0**	**0**	**0**	**0**	**30,314**

Risk Assesment :

Status: In Service

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2004

2008 Budget Schedule: 2004

Regional Express

Project

312 Mountlake Terrace Freeway Station/236th SW

Description

Scope: The Mountlake Terrace Freeway Station project is an in-line station in the I-5 median near 236th Street SW with a pedestrian connection to the Mountlake Terrace Park-and-Ride. Due to a half-diamond interchange, Sound Transit Express does not stop at the Mountlake Terrace Park-and-Ride Lot. The in-line station will enable Sound Transit Express, operating in the I-5 corridor, to serve Mountlake Terrace and the park-and-ride lot.

Changes since 2007: None, however, project budget will need to be increased following baselining to reflect 60% construction cost estimate and continued trend of construction cost escalation.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	25,545
2008 Proposed Budget (in $ 000)	25,545

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	2,457	3,891	1,637	9,986	7,173	15	387	0	25,545
Total	**2,457**	**3,891**	**1,637**	**9,986**	**7,173**	**15**	**387**	**0**	**25,545**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	162	222	87	528	378	0	20	0	1,397
Pre-Engineering/Env Review	2,287	298	0	0	0	0	0	0	2,585
Final Design and Specification	7	3,247	541	0	0	0	0	0	3,796
ROW Acquisition and Permits	0	124	76	0	0	0	0	0	200
Construction	0	0	933	9,458	6,794	15	10	0	17,210
Contingency	0	0	0	0	0	0	357	0	357
Total	**2,457**	**3,891**	**1,637**	**9,986**	**7,173**	**15**	**387**	**0**	**25,545**

Risk Assesment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: HIGH

- ☐ Right of Way Costs
- ☐ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☑ Unexpected Finding During Engineering
- ☑ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation
- ☑ Project Location
- ☐ Coordination

Schedule Risk level: MEDIUM

2007 Budget Schedule: 2009

2008 Budget Schedule: 2010

Comment

Budget will need to be increased to incorporate 60% construction cost estimate and to account for uncertainty of escalating construction cost.

Regional Express

Project

316 N Everett Transit Center/Everett Comm College

Description

Scope: Sound Transit's contribution is capped at $1.4 million per an agreement with the City of Everett. The City is lead for all phases of the project. The City will complete the necessary environmental review of the project, which Sound Transit will rely upon before reimbursing project costs. The City will build a transit center in the vicinity of Everett Community College to improve customer access to transit services. The project will provide a layover and transfer location for Everett Transit, thereby enhancing feeder service for regional connections in downtown Everett.

Changes since 2007: None.

Summaries

Baseline (in $ 000)	1,698
2007 Current Budget (in $ 000)	1,698
2008 Proposed Budget (in $ 000)	1,698

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	108	1,535	55	0	0	0	0	0	1,698
Total	**108**	**1,535**	**55**	**0**	**0**	**0**	**0**	**0**	**1,698**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	15	80	3	0	0	0	0	0	98
Pre-Engineering/Env Review	67	0	0	0	0	0	0	0	67
Final Design and Specification	1	455	0	0	0	0	0	0	457
ROW Acquisition and Permits	25	1,000	0	0	0	0	0	0	1,025
Construction	0	0	0	0	0	0	0	0	0
Contingency	0	0	52	0	0	0	0	0	52
Total	**108**	**1,535**	**55**	**0**	**0**	**0**	**0**	**0**	**1,698**

Risk Assesment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2007

2008 Budget Schedule: 2007

Regional Express

Project

319 S Everett Freeway Station/112th SE

Description

Scope: The project will provide a 389-stall park-and-ride lot, direct access to the HOV lanes on I-5, and a connection between the park-and-ride and the 112th Street SE crossing over I-5. The park-and-ride will be located in the freeway median just north of 112th Street SE in South Everett, near Silver Lake. The project also includes passenger platforms and shelters. The project will add three lanes to 112th Street SE where it crosses over I-5, for a total of five lanes. One lane is required for access between the proposed park-and-ride and 112th Street SE and two lanes are required for general purpose traffic as part of the City of Everett's 112th Street SE widening project. The budget includes 3 years of post construction plant establishment per agreement with WSDOT.

Changes since 2007: None

Summaries

Baseline (in $ 000)	31,209
2007 Current Budget (in $ 000)	31,209
2008 Proposed Budget (in $ 000)	31,209

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	7,441	16,051	5,457	2,100	160	0	0	0	31,209
Total	**7,441**	**16,051**	**5,457**	**2,100**	**160**	**0**	**0**	**0**	**31,209**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	495	788	353	136	10	0	0	0	1,783
Pre-Engineering/Env Review	2,863	1	0	0	0	0	0	0	2,864
Final Design and Specification	3,178	-850	0	0	0	0	0	0	2,328
ROW Acquisition and Permits	62	-22	0	0	0	0	0	0	40
Construction	843	16,135	5,104	150	150	0	0	0	22,382
Contingency	0	0	0	1,814	0	0	0	0	1,814
Total	**7,441**	**16,051**	**5,457**	**2,100**	**160**	**0**	**0**	**0**	**31,209**

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2008

2008 Budget Schedule: 2008

Regional Express

Project **321** Federal Way Transit Center/S 317th

Description

Project is in service.

Changes since 2007: None

Summaries

Baseline (in $ 000)	39,455
2007 Current Budget (in $ 000)	39,455
2008 Proposed Budget (in $ 000)	39,455

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
South King County	37,932	1,328	3	192	0	0	0	0	39,455
Total	**37,932**	**1,328**	**3**	**192**	**0**	**0**	**0**	**0**	**39,455**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	2,352	86	0	33	0	0	0	0	2,470
Pre-Engineering/Env Review	1,553	0	0	0	0	0	0	0	1,553
Final Design and Specification	1,696	104	0	0	0	0	0	0	1,800
ROW Acquisition and Permits	6,538	131	0	0	0	0	0	0	6,668
Construction	25,794	1,007	2	0	0	0	0	0	26,804
Contingency	0	0	0	159	0	0	0	0	159
Total	**37,932**	**1,328**	**3**	**192**	**0**	**0**	**0**	**0**	**39,455**

Risk Assesment :

Status: In Service

Estimate Type: Baseline Cost Estimate

Budget Risk Level: MEDIUM

- ☐ Right of Way Costs
- ☐ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☐ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☐ Coordination

Schedule Risk level: LOW

2007 Budget Schedule: 2006

2008 Budget Schedule: 2006

Comment

Budget risk due to unresolved final construction cost resulting from outstanding contractor claim.

Regional Express

Project **323** Bellevue Rider Services Bldg

Description

Project is in service.

Changes since 2007: None

Summaries

Baseline (in $ 000)	3,501
2007 Current Budget (in $ 000)	3,501
2008 Proposed Budget (in $ 000)	3,501

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	2,738	763	0	0	0	0	0	0	3,501
Total	**2,738**	**763**	**0**	**0**	**0**	**0**	**0**	**0**	**3,501**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	164	41	0	0	0	0	0	0	205
Final Design and Specification	583	0	0	0	0	0	0	0	583
ROW Acquisition and Permits	83	5	0	0	0	0	0	0	89
Construction	1,908	44	0	0	0	0	0	0	1,952
Contingency	0	673	0	0	0	0	0	0	673
Total	**2,738**	**763**	**0**	**0**	**0**	**0**	**0**	**0**	**3,501**

Risk Assesment :

Status: In Service

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2006

2008 Budget Schedule: 2006

Regional Express

Project

324 Canyon Park Freeway Station

Description

Scope: The Canyon Park Freeway Station includes a new flyer stop on the southbound SR 527 on-ramp to I-405. Riders access the new freeway station via a pedestrian overpass over I-405 connecting to the existing Canyon Park and Ride. The project opened June 2007. The budget includes 3 years of post construction plant establishment per agreement with WSDOT.

Changes since 2007: None

Summaries

Baseline (in $ 000)	9,132
2007 Current Budget (in $ 000)	10,728
2008 Proposed Budget (in $ 000)	10,728

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	4,355	5,836	31	11	494	0	0	0	10,728
Total	**4,355**	**5,836**	**31**	**11**	**494**	**0**	**0**	**0**	**10,728**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	265	308	1	0	44	0	0	0	618
Pre-Engineering/Env Review	950	0	0	0	0	0	0	0	950
Final Design and Specification	1,127	0	0	0	0	0	0	0	1,127
ROW Acquisition and Permits	11	2	0	0	0	0	0	0	13
Construction	2,002	5,527	30	10	8	0	0	0	7,577
Contingency	0	0	0	0	442	0	0	0	442
Total	**4,355**	**5,836**	**31**	**11**	**494**	**0**	**0**	**0**	**10,728**

Risk Assesment :

Status: In Service

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2007

2008 Budget Schedule: 2007

Regional Express

Project **326** Issaquah Transit Center/SR900

Description

Scope: This project will provide a new transit center at the site of the former Issaquah Park-and-Ride. The facility will include bus boarding areas to accommodate efficient transfers between local and regional routes, shelters and improved weather protection for riders, rider amenities, bus layover space, and a four-level garage with approximately 800 parking stalls. The City of Issaquah is funding $1M of the project.

Changes since 2007: None

Summaries

Baseline (in $ 000)	29,482
2007 Current Budget (in $ 000)	29,482
2008 Proposed Budget (in $ 000)	29,482

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	9,929	15,523	2,600	1,430	0	0	0	0	29,482
Total	**9,929**	**15,523**	**2,600**	**1,430**	**0**	**0**	**0**	**0**	**29,482**

Capital Cost Elements

Cost Element	1997-06	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	635	868	185	102	0	0	0	0	1,790
Pre-Engineering/Env Review	848	0	0	0	0	0	0	0	848
Final Design and Specification	1,763	220	40	0	0	0	0	0	2,023
ROW and Construction	6,683	14,434	2,375	0	0	0	0	0	23,492
Contingency	0	0	0	1,328	0	0	0	0	1,328
Total	**9,929**	**15,523**	**2,600**	**1,430**	**0**	**0**	**0**	**0**	**29,482**

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2008

2008 Budget Schedule: 2008

Regional Express

Project **328** Totem Lake Transit Center/Evergreen Medical Center

Description

Scope: This project provides a capped contribution to fund a new transit center on the Evergreen Hospital campus adjacent to the Totem Lake Mall, on the ground floor of a medical office building. The six-bay transit center will include sheltered passenger waiting areas, amenities, and bus layovers. The project will support King County Metro service. Intersection improvements to 120th Ave. NE/NE 128th Ave. are also being funded by ST.

Changes since 2007: None.

Summaries

Baseline (in $ 000)	13,243
2007 Current Budget (in $ 000)	7,743
2008 Proposed Budget (in $ 000)	7,743

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	766	2,002	3,389	1,587	0	0	0	0	7,743
Total	**766**	**2,002**	**3,389**	**1,587**	**0**	**0**	**0**	**0**	**7,743**

Capital Cost Elements

Cost Element	1997-06	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	67	122	165	77	0	0	0	0	431
Pre-Engineering/Env Review	495	16	0	0	0	0	0	0	511
Final Design and Specification	132	74	0	0	0	0	0	0	205
ROW and Construction	73	1,790	3,224	0	0	0	0	0	5,087
Contingency	0	0	0	1,509	0	0	0	0	1,509
Total	**766**	**2,002**	**3,389**	**1,587**	**0**	**0**	**0**	**0**	**7,743**

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2008

2008 Budget Schedule: 2008

Regional Express

Project

330 Newcastle Transit Center/SE 70th

Description

Scope: This project includes transit improvements along the Newcastle Way Corridor at the intersection of Coal Creek Parkway to provide improved intersection channelization to enhance transit speed and reliability, coupled with pedestrian access/safety, shelters, and new signalization. The project will improve customer access to King County Metro (KCM) transit services. The project definition changed from a four bay on-street transit center on S.E. 70th Street/132nd Place S.E. to providing transit improvements along the Newcastle Way Corridor at Coal Creek Parkway. The City of Newcastle will be the lead agency for design and construction of this $4M capped contribution project funded by Sound Transit.

Changes since 2007: None

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	7,223
2008 Proposed Budget (in $ 000)	7,223

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	207	270	1,938	4,808	0	0	0	0	7,223
Total	**207**	**270**	**1,938**	**4,808**	**0**	**0**	**0**	**0**	**7,223**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	25	20	99	247	0	0	0	0	390
Pre-Engineering/Env Review	177	250	0	0	0	0	0	0	427
Final Design and Specification	5	0	750	0	0	0	0	0	755
Construction	0	0	1,088	1,912	0	0	0	0	3,000
Contingency	0	0	0	2,650	0	0	0	0	2,650
Total	**207**	**270**	**1,938**	**4,808**	**0**	**0**	**0**	**0**	**7,223**

Risk Assesment :

Status: PE/ED

Estimate Type: Conceptual

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: TBD

2008 Budget Schedule: 2009

Regional Express

Project **354** Mercer Island Park-And-Ride/N Mercer Way

Description

Scope: This project includes a two-level parking structure increasing the Park-and-Ride capacity by 200 stalls for a total of 447 stalls. The project will also expand the bus boarding area and improve the passenger amenities including shelters, bicycle lockers, pedestrian pathways, and lighting. This project expansion will support Sound Transit and King County Metro (KCM) services.

Changes since 2007: None

Summaries

Baseline (in $ 000)	14,302
2007 Current Budget (in $ 000)	16,829
2008 Proposed Budget (in $ 000)	16,829

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	10,619	4,411	1,056	745	0	0	0	0	16,829
Total	**10,619**	**4,411**	**1,056**	**745**	**0**	**0**	**0**	**0**	**16,829**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	630	206	68	48	0	0	0	0	951
Pre-Engineering/Env Review	1,423	0	0	0	0	0	0	0	1,423
Final Design and Specification	661	0	0	0	0	0	0	0	661
ROW Acquisition and Permits	188	73	0	0	0	0	0	0	261
Construction	7,717	4,131	988	153	0	0	0	0	12,990
Contingency	0	0	0	544	0	0	0	0	544
Total	**10,619**	**4,411**	**1,056**	**745**	**0**	**0**	**0**	**0**	**16,829**

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: HIGH

- ☐ Right of Way Costs
- ☐ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☐ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☐ Coordination

Schedule Risk level: LOW

2007 Budget Schedule: 2007

2008 Budget Schedule: 2007

Comment

Project budget was amended pending successful pursuit of reimbursement from the designer's professional liability insurer for the cost of rectifying design errors during construction. The design errors affected constructed perimeter walls, several columns, utilities, and vehicle barriers, and added 214 days to the construction schedule.

Regional Express

Project **355** Issaquah Highlands Park-And-Ride/Highland Dr

Description

Project is in service.

Summaries

Baseline (in $ 000)	5,312
2007 Current Budget (in $ 000)	8,116
2008 Proposed Budget (in $ 000)	8,116

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	6,217	1,899	0	0	0	0	0	0	8,116
Total	**6,217**	**1,899**	**0**	**0**	**0**	**0**	**0**	**0**	**8,116**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	216	225	0	0	0	0	0	0	441
Construction	6,000	1,200	0	0	0	0	0	0	7,201
Contingency	0	474	0	0	0	0	0	0	474
Total	**6,217**	**1,899**	**0**	**0**	**0**	**0**	**0**	**0**	**8,116**

Risk Assesment :

Status: In Service

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2006

2008 Budget Schedule: 2006

Regional Express

Project **372** Bothell Branch Campus Access

Description

This project will improve transit access to the UW Bothell/Cascadia Community College campus. Key project features are a traffic signal, re-channelization and real time technology. The UW will own the improvements.

Changes since 2007: None

Summaries

Baseline (in $ 000)	3,860
2007 Current Budget (in $ 000)	3,860
2008 Proposed Budget (in $ 000)	3,860

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	501	717	1,618	1,024	0	0	0	0	3,860
Total	**501**	**717**	**1,618**	**1,024**	**0**	**0**	**0**	**0**	**3,860**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	39	56	74	47	0	0	0	0	215
Pre-Engineering/Env Review	211	30	0	0	0	0	0	0	241
Final Design and Specification	251	78	0	0	0	0	0	0	329
ROW Acquisition and Permits	1	35	0	0	0	0	0	0	36
Construction	0	519	1,544	0	0	0	0	0	2,062
Contingency	0	0	0	977	0	0	0	0	977
Total	**501**	**717**	**1,618**	**1,024**	**0**	**0**	**0**	**0**	**3,860**

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2007

2008 Budget Schedule: 2008

Regional Express

Project

374 Redmond Transit Center/NE 83rd

Description

Scope: The Redmond Transit Center is located on NE 83rd Street, adjacent to the Redmond Park-and-Ride. This project will provide six bus bays, six layover bays, shelters, widened sidewalks, improved pedestrian circulation, and landscaping. The project is a partnership between Sound Transit, King County Metro and the City of Redmond. Sound Transit's contribution is capped at $6M.

Changes since 2007: None

Summaries

Baseline (in $ 000)	6,931
2007 Current Budget (in $ 000)	6,931
2008 Proposed Budget (in $ 000)	6,931

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	335	3,121	2,263	1,213	0	0	0	0	6,931
Total	**335**	**3,121**	**2,263**	**1,213**	**0**	**0**	**0**	**0**	**6,931**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	28	102	158	85	0	0	0	0	373
Pre-Engineering/Env Review	299	0	0	0	0	0	0	0	299
Final Design and Specification	4	972	28	0	0	0	0	0	1,004
Construction	4	2,047	2,077	876	0	0	0	0	5,004
Contingency	0	0	0	252	0	0	0	0	252
Total	**335**	**3,121**	**2,263**	**1,213**	**0**	**0**	**0**	**0**	**6,931**

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2007

2008 Budget Schedule: 2007

Regional Express

Project **376** Woodinville Arterial HOV/SR202/SR522

Description

Project is in service.

Changes since 2007: Project savings of $16K transferred to East King County Program Reserve and project closed out.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	1,439
2008 Proposed Budget (in $ 000)	1,424

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	1,410	13	0	0	0	0	0	0	1,424
Total	**1,410**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**1,424**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	89	2	0	0	0	0	0	0	90
Pre-Engineering/Env Review	590	0	0	0	0	0	0	0	590
Final Design and Specification	33	0	0	0	0	0	0	0	33
ROW Acquisition and Permits	72	12	0	0	0	0	0	0	84
Construction	627	0	0	0	0	0	0	0	627
Total	**1,410**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**1,424**

Risk Assesment :

Status: In Service

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2006

2008 Budget Schedule: 2006

Regional Express

Project **378** Yarrow Point Stop Improvements

Description

Project is in service.

Changes since 2007: Project savings of $42K transferred to the East King County Program Reserve and project closed out.

Summaries

Baseline (in $ 000)	150
2007 Current Budget (in $ 000)	150
2008 Proposed Budget (in $ 000)	109

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	109	0	0	0	0	0	0	0	109
Total	**109**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**109**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	10	0	0	0	0	0	0	0	10
Pre-Engineering/Env Review	19	0	0	0	0	0	0	0	19
Final Design and Specification	15	0	0	0	0	0	0	0	15
Construction	64	0	0	0	0	0	0	0	64
Total	**109**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**109**

Risk Assesment :

Status: In Service

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2006

2008 Budget Schedule: 2006

Regional Express

Project

380 Sammamish Park-And-Ride/228th SE

Description

This project is in service. Ownership transfers of the SE Pine Lake Road extension and the P&R to the City of Sammamish and KCM respectively should be completed in 2007 so the project can be closed out.

Changes since 2007: None

Summaries

Baseline (in $ 000)	7,764
2007 Current Budget (in $ 000)	7,179
2008 Proposed Budget (in $ 000)	7,179

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	6,872	307	0	0	0	0	0	0	7,179
Total	**6,872**	**307**	**0**	**0**	**0**	**0**	**0**	**0**	**7,179**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	311	106	0	0	0	0	0	0	417
Pre-Engineering/Env Review	216	0	0	0	0	0	0	0	216
Final Design and Specification	527	0	0	0	0	0	0	0	527
ROW Acquisition and Permits	2,883	12	0	0	0	0	0	0	2,896
Construction	2,936	33	0	0	0	0	0	0	2,968
Contingency	0	155	0	0	0	0	0	0	155
Total	**6,872**	**307**	**0**	**0**	**0**	**0**	**0**	**0**	**7,179**

Risk Assesment :

Status: In Service

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2006

2008 Budget Schedule: 2006

Regional Express

Project

382 I-90 Two-Way Transit & HOV Operations, Stage 1

Description

Scope: The I-90 Two-way Transit and HOV Operations project will provide reliable two-way transit and HOV operations in the I-90 corridor between Bellevue and Seattle. Stage 1 will provide an HOV lane full time westbound between Bellevue Way and 80th Avenue SE on Mercer Island. A new direct access ramp will be added at 80th Avenue SE and the existing direct access ramp at Bellevue Way will be modified. Stage 1 is being cost shared between Sound Transit and the Washington State Department of Transportation. Budget includes 3 years of plant establishment per agreement with WSDOT.

Changes Since 2007: None

Summaries

Baseline (in $ 000)	25,782
2007 Current Budget (in $ 000)	25,782
2008 Proposed Budget (in $ 000)	25,782

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	5,362	9,759	8,610	1,958	92	0	0	0	25,782
Total	**5,362**	**9,759**	**8,610**	**1,958**	**92**	**0**	**0**	**0**	**25,782**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	268	603	497	113	5	0	0	0	1,487
Pre-Engineering/Env Review	1,599	-4	0	0	0	0	0	0	1,595
Final Design and Specification	3,442	432	0	0	0	0	0	0	3,874
ROW Acquisition and Permits	54	47	0	0	0	0	0	0	101
Construction	0	8,681	8,112	922	87	0	0	0	17,802
Contingency	0	0	0	923	0	0	0	0	923
Total	**5,362**	**9,759**	**8,610**	**1,958**	**92**	**0**	**0**	**0**	**25,782**

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2008

2008 Budget Schedule: 2008

Regional Express

Project

384 SR522 HOV Enhancements/Kenmore

Description

Scope: HOV improvements on SR-522 between Kenmore and Bothell to improve bus speed and reliability. The HOV improvements for the Kenmore segment will be located within the Kenmore city limits along SR-522 between 73rd Avenue and 83rd Avenue. Projects include widening SR-522 for the addition of north and south BAT lanes, replacement of the Swamp Creek Bridge, improvements to 80th Avenue, sidewalks, retaining wall from 80th to the end of the project, new signals at 80th, 83rd and Kenmore Lanes, utility undergrounding, urban amenities and illumination. The City of Kenmore is the lead for preliminary engineering and environmental documentation (PE/ED), final design, ROW acquisition and construction. Project improvements will be jointly funded by the City of Kenmore, King County Metro (KCM), and Sound Transit. Sound Transit funding for final design, ROW acquisition, construction and construction management is capped at $7,918,000.

Changes since 2007: None.

Summaries

Baseline (in $ 000)	8,791
2007 Current Budget (in $ 000)	8,791
2008 Proposed Budget (in $ 000)	8,791

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	1,510	3,877	3,365	39	0	0	0	0	8,791
Total	**1,510**	**3,877**	**3,365**	**39**	**0**	**0**	**0**	**0**	**8,791**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	95	193	186	2	0	0	0	0	477
Pre-Engineering/Env Review	416	-56	0	0	0	0	0	0	360
Final Design and Specification	738	91	0	0	0	0	0	0	829
ROW Acquisition and Permits	260	470	0	0	0	0	0	0	730
Construction	0	3,179	3,179	0	0	0	0	0	6,359
Contingency	0	0	0	37	0	0	0	0	37
Total	**1,510**	**3,877**	**3,365**	**39**	**0**	**0**	**0**	**0**	**8,791**

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2007 Budget Schedule: 2008

2008 Budget Schedule: 2008

Regional Express

Project **385** SR522 HOV Enhancements/Bothell

Description

Scope: HOV improvements on SR-522 between Kenmore and Bothell to improve bus speed and reliability. The HOV improvements for the Bothell segment will be located within the City of Bothell along SR 522 near 96th Avenue (Wayne Curve). The scope of the project will include construction of a north transit queue bypass lane, south transit lane/right turn lane, signal improvements (including TSP), additional left turn lane, sidewalks, 96th Avenue improvements, north retaining wall, south retaining wall, urban amenities and illumination. The City of Bothell will be the lead agency for preliminary engineering and environmental documentation (PE/ED), final design and construction. Project improvements will be jointly funded by the City of Bothell, King County Metro (KCM), and Sound Transit. Sound Transit's funding for final design, ROW acquisition, construction and construction management is capped at $7,736,000.

Changes since 2007: Budget increased by $29K transfer from the East King County Program Reserve to cover overhead.

Summaries

Baseline (in $ 000)	8,572
2007 Current Budget (in $ 000)	8,572
2008 Proposed Budget (in $ 000)	8,601

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	491	676	1,977	3,696	1,761	0	0	0	8,601
Total	**491**	**676**	**1,977**	**3,696**	**1,761**	**0**	**0**	**0**	**8,601**

Capital Cost Elements

Cost Element	1997-06	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	39	17	108	201	96	0	0	0	462
Pre-Engineering/Env Review	305	99	0	0	0	0	0	0	403
Final Design and Specification	147	522	5	0	0	0	0	0	673
ROW and Construction	0	39	1,864	3,494	1,665	0	0	0	7,063
Total	**491**	**676**	**1,977**	**3,696**	**1,761**	**0**	**0**	**0**	**8,601**

Risk Assesment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: MEDIUM

2007 Budget Schedule: 2009

2008 Budget Schedule: 2009

Comment

This project has had delays while the City determined the scope of the project.

Regional Express

Project

386 I-90 Two-Way Transit & HOV Operations, Stage 2

Description

Scope: Stage 2 of the I-90 Two-way Transit and HOV Operations project will provide reliable two-way transit and HOV operations eastbound on I-90 between 80th Avenue Southeast on Mercer Island and Bellevue Way. A new HOV lane will be added on eastbound outer roadway and the existing ramps at 80th Avenue Southeast on Mercer Island and Bellevue Way and I-405 will be modified. In addition, the existing eastbound I-90 to I-405 auxiliary lane will be extended west to East Mercer Way. The current reversible operations in the center roadway, with both lanes operating in the same direction, will remain. Stage 2 is being cost shared between Sound Transit and the Washington State Department of Transportation. Resolution of scope issues and funding shares, and construction cost escalation due to schedule uncertainty may require funding from the East King County Program Reserve for ST's share of the project. The East King County Program Reserve will be earmarked for I-90 Two-Way Transit & HOV Operations, Stage 2, Renton HOV Access and other remaining East King County projects through the 2009 budget update.

Changes Since 2007: None

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	19,372
2008 Proposed Budget (in $ 000)	19,372

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	1,815	914	1,738	2,942	11,963	0	0	0	19,372
Total	**1,815**	**914**	**1,738**	**2,942**	**11,963**	**0**	**0**	**0**	**19,372**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	223	60	89	151	616	0	0	0	1,139
Pre-Engineering/Env Review	1,592	252	0	0	0	0	0	0	1,844
Final Design and Specification	0	602	1,618	166	0	0	0	0	2,385
ROW Acquisition and Permits	0	0	30	69	40	0	0	0	140
Construction	0	0	0	2,556	8,149	0	0	0	10,705
Contingency	0	0	0	0	3,157	0	0	0	3,157
Total	**1,815**	**914**	**1,738**	**2,942**	**11,963**	**0**	**0**	**0**	**19,372**

Risk Assesment :

Status: Final Design

Estimate Type: Conceptual

Budget Risk Level: HIGH

- ☐ Right of Way Costs
- ☑ Scope Escalation/Change
- ☑ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☑ Limited Budget Basis
- ☑ Shared Project funding
- ☐ Utilities Relocation
- ☑ Project Location
- ☑ Coordination

Schedule Risk level: HIGH

2007 Budget Schedule: 2010

2008 Budget Schedule: 2010

Comment

High budget risk due to unresolved scope issues. Schedule is at risk due to the need for state appropriation for WSDOT's portion of the shared construction costs, currently shown in their plans as 2017.

Regional Express

Project

387 I-90 Two-Way Transit & H0V Operations, Stage 3

Description

Scope: Stage 3 of the I-90 Two-way Transit and HOV Operations project will provide reliable two-way transit and HOV operations eastbound and westbound I-90 between 80th Avenue Southeast on Mercer Island and Rainier Avenue / I-5 in Seattle. This stage will also include the installation of screening on the shared-use pathway on the I-90 floating bridge. The current reversible operations in the center roadway, with both lanes operating in the same direction, will remain. This stage is currently unfunded, but may be further divided into segments as funding allows.

Changes Since 2007: None

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	1,722
2008 Proposed Budget (in $ 000)	1,722

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
East King County	1,723	-2	0	0	0	0	0	0	1,722
Total	**1,723**	**-2**	**0**	**0**	**0**	**0**	**0**	**0**	**1,722**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	132	-4	0	0	0	0	0	0	127
Pre-Engineering/Env Review	1,592	3	0	0	0	0	0	0	1,595
Total	**1,723**	**-2**	**0**	**0**	**0**	**0**	**0**	**0**	**1,722**

Risk Assesment :

Status: PE/ED

Estimate Type: Conceptual

Budget Risk Level: HIGH

- ☐ Right of Way Costs
- ☑ Scope Escalation/Change
- ☑ Design and Environmental regulations
- ☑ Unexpected Finding During Engineering
- ☑ Limited Budget Basis
- ☑ Shared Project funding
- ☐ Utilities Relocation
- ☑ Project Location
- ☑ Coordination

Schedule Risk level: HIGH

2007 Budget Schedule: TBD

2008 Budget Schedule: TBD

Comment

Funding sources for the project have not been identified.

Regional Express

Project

999 Regional Express Program Reserve

Description

Changes since 2007: Snohomish Country reserves increased to reflect savings from Lynnwood Transit Center - $80K and Lynnwood HOV Access - $56K. East King County reserves increased to reflect savings from Redmond Way, Redmond - $308K, Bellevue HOV Access - $1.9M, Woodinville Arterial HOV - $16K and Yarrow Point - $42K. Reserve draws were made to Rainier Ave./Hardie Ave. Arterial Improvements - $43K, Strander Blvd. Extension - $11K and SR522 HOV Enhancements/Bothell - $29K. Projects at budget risk and that may require future draws on East King County reserves include Mercer Island Park and Ride, Totem Lake Freeway Station, Kirkland Transit Center, I-90 Two Way Transit Operations, Stage 2, and Renton HOV Access/N 8th. Based on current needs future draws are estimated to require the remaining funds in the reserves.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	24,333
2008 Proposed Budget (in $ 000)	26,697

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	0	0	0	0	3,895	0	0	0	3,895
East King County	0	0	0	0	0	22,802	0	0	22,802
Total	**0**	**0**	**0**	**0**	**3,895**	**22,802**	**0**	**0**	**26,697**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Contingency	0	0	0	0	3,895	22,802	0	0	26,697
Total	**0**	**0**	**0**	**0**	**3,895**	**22,802**	**0**	**0**	**26,697**

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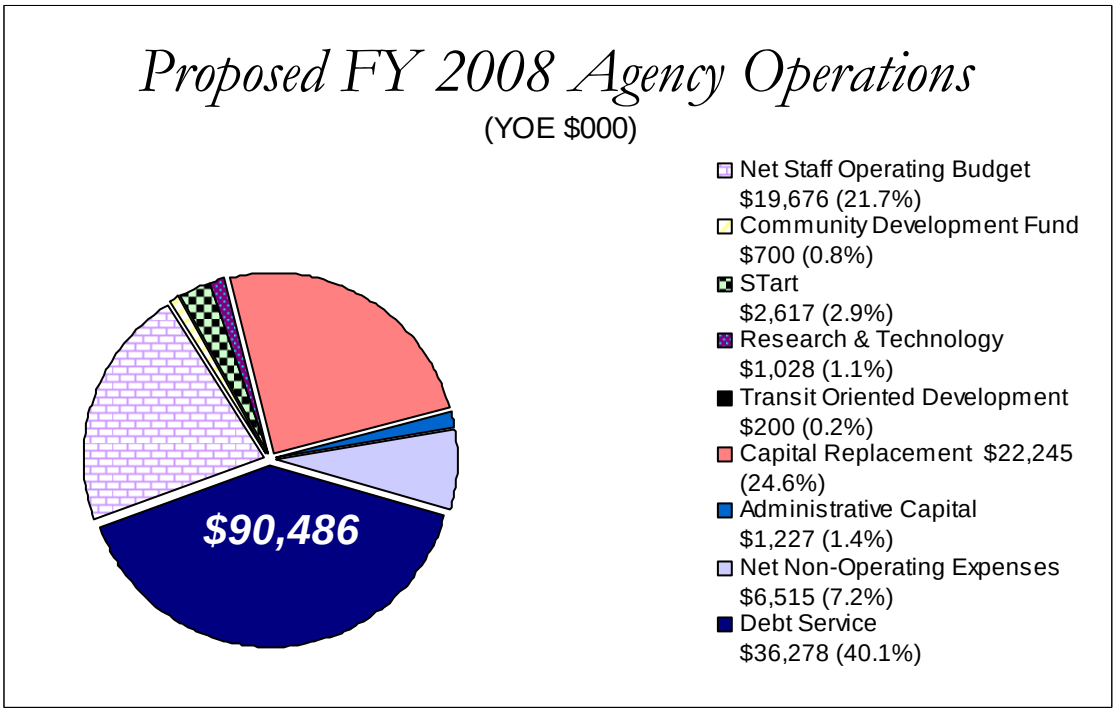
AGENCY OPERATIONS


Proposed FY 2008 Agency Operations
(YOE $000)
$90,486
Net Staff Operating Budget $19,676 (21.7%)
Community Development Fund $700 (0.8%)
STart $2,617 (2.9%)
Research & Technology $1,028 (1.1%)
Transit Oriented Development $200 (0.2%)
Capital Replacement $22,245 (24.6%)
Administrative Capital $1,227 (1.4%)
Net Non-Operating Expenses $6,515 (7.2%)
Debt Service $36,278 (40.1%)

PROGRAM OVERVIEW

Agency Operations consolidates the activities of the agency that support the project and service delivery activities, manage board-approved initiatives and programs and cover agency-wide costs not associated with an individual project or modal service. The major program areas include staff operations, the Community Development Fund, ST*art*, and Transit Oriented Development.

The Proposed 2008 Budget for Agency Operations is $90.5 million, $29.5 million for operational expenses and $61.0 million for capital.

Agency Operations
2008 Budget Summary

	2008 Operating Budget	2008 Capital Budget	Total
Net Staff Operations	$ 19,675,927	$ -	$ 19,675,927
Community Development Fund	700,000	-	700,000
ST*art*	412,299	2,204,789	2,617,088
Research & Technology	150,874	877,294	1,028,168
Transit Oriented Development	200,000	-	200,000
Capital Replacement		22,244,940	22,244,940
Administrative Capital	-	1,227,000	1,227,000
Net Non-Operating Expenses	6,514,678	-	6,514,678
Debt Service	1,813,906	34,464,222	36,278,128
Total	***$ 29,467,684***	***$ 61,018,245***	***$ 90,485,929***

Staff Operations

Sound Transit employs both corporate staff which administers its programs and services, and operations staff that is directly involved in transit operations. The costs for corporate employees and associated expenses are captured within the agency's staff budgets, which are detailed in the agency's eight departments later in this section of the Proposed 2008 Budget. These costs include salaries and benefits for all agency non-operational employees, services, materials and supplies, utilities, insurance, depreciation, leases and rentals and other miscellaneous expenses. In addition, this section presents draft performance scorecards for each department for 2007.

The adopted Net Staff Operating Budget for 2008 represents a $779 thousand (4 percent) increase from the Adopted 2007 Budget. The Proposed 2008 Budget has an increase of 10 corporate staff positions from the 2007 Budget. Positions dedicated to the operation of Tacoma Link, Regional Express, Accessible Services, and Sounder, are listed under *Transit Operations Budget Summary* in the Service Delivery section of this document.

The Chief Executive Officer reorganized the agency announced October 1, 2006. Passenger operations for Link light rail, Sounder commuter rail and Regional Express bus are managed by the Transportation Services Department. Major capital projects are organized within two departments: Link light rail and Capital Projects, which manages the Sounder commuter rail and Regional Express bus capital programs. Long-range regional transit planning is managed by the Policy, Planning and Public Affairs Department. The remainder of the agency's departments (Legal, Executive, Finance and Information Technology, and Corporate Services) supports the three core activities.

The Chief Executive Officer reorganized Safety, Security, and Quality Assurance programs into the Executive Department reporting directly to the Chief Executive Officer. The 2008 Budget reflects the move of these programs. Areas that have been identified for additional resources in 2008 include diversity, safety, quality assurance and civil – systems integration in the Link program.

ST Staff Operating Budget Change Summary

Department	Current 2007 Budget	Proposed 2008 Budget	$ Change	% Change
Executive	$ 3,080,465	$ 4,591,317	$ 1,510,852	49%
Finance & Information Technology	12,329,278	13,207,939	878,661	7%
Central Costs	4,623,530	3,910,308	(713,222)	-15%
CDF Staff	95,056	88,930	(6,126)	-6%
Legal	2,774,643	2,729,619	(45,024)	-2%
Link	11,650,025	12,708,853	1,058,828	9%
Capital Projects	3,923,025	3,594,881	(328,144)	-8%
Corporate Services	8,399,998	8,918,329	518,331	6%
Transportation Services	5,318,511	5,223,797	(94,714)	-2%
Policy, Planning, and Public Affairs	5,094,164	5,177,802	83,639	2%
Total Staff Operating Budget	57,288,695	60,151,776	2,863,080	5%
Allocation to Capital	(27,819,146)	(31,067,260)	(3,248,113)	12%
Allocation to Transit Services	(7,936,045)	(7,283,281)	652,764	-8%
Depreciation	(2,636,612)	(2,125,308)	511,304	-19%
Net Staff Operating Budget	$18,896,892	$19,675,927	779,035	4%

ST Staffing Plan Summary

Department	Adopted 2007 Budget	Current Staffing Plan	Proposed 2008 Budget	Change to Current
Corporate Staff				
Executive	7.00	23.00	29.00	6.00
Finance & Information Technology	64.00	70.00	71.00	1.00
Legal	19.00	18.00	18.00	-
Link	104.00	96.00	102.00	6.00
Capital Projects	36.25	35.25	30.25	(5.00)
Corporate Services	56.75	57.25	57.25	-
Transportation Services	35.60	30.60	30.60	-
Policy, Planning, and Public Affairs	31.25	30.25	30.25	-
Total Corporate Staff	353.85	360.35	368.35	8.00
Operations Staff				
Accessible Services	2.00	2.00	2.33	0.33
Regional Express Bus Operations	2.00	2.00	2.33	0.33
Sounder Commuter Rail Operations	3.00	3.00	4.33	1.33
Tacoma Link Light Rail Operations	17.00	17.00	17.00	-
Total Operations Staff	24.00	24.00	26.00	2.00
Total Sound Transit Staff	377.85	384.35	394.35	10.00

Sound Transit Staff Operating Budget Summary

Description	2006 Actuals	2007 Budget	2007 Forecast	2008 Proposed
Salaries & Benefits				
Salaries	20,974,238	23,960,654	22,618,192	**26,422,431**
Benefits	10,876,434	13,336,889	12,320,557	**14,532,927**
Subtotal	31,850,672	37,297,542	34,938,749	**40,955,358**
Services				
Consultant/Management	2,940,204	3,544,900	2,924,312	**3,650,150**
Legal	147,508	280,000	232,277	**275,000**
Accounting/Auditing	527,087	733,000	578,489	**450,500**
Maintenance	425,972	622,417	440,991	**521,700**
Printing/Binding	531,969	720,449	497,590	**637,750**
Advertising/Marketing	279,496	435,580	388,519	**395,750**
Interlocal Agreements	599,231	757,500	682,333	**722,000**
Other Services	950,299	1,444,311	1,423,959	**1,344,365**
Software And Hardware Maintenance	747,190	1,211,138	1,087,202	**1,295,783**
Subtotal	7,148,957	9,749,294	8,255,674	**9,292,998**
Materials And Supplies				
Office Supplies	263,758	345,380	305,113	**311,235**
Postage	27,932	246,630	124,914	**137,726**
Small Equipment/Furniture	483,729	662,139	518,873	**507,350**
Other Materials & Supplies	181,878	291,080	244,234	**288,600**
Subtotal	957,296	1,545,229	1,193,134	**1,244,911**
Miscellaneous Expenses				
Dues & Memberships	249,584	290,391	265,720	**331,383**
Travel & Meetings	283,989	458,328	320,884	**447,595**
Books & Subcriptions	93,242	147,867	116,783	**141,200**
Training	147,572	242,729	158,046	**353,518**
Other Misc. Expenses	1,410,287	1,226,600	1,113,629	**1,445,245**
Contingency	0	83,652	35,789	**200,000**
Subtotal	2,184,674	2,449,567	2,010,851	**2,918,941**
Leases and Rentals				
Admin Facilities Rental	1,606,251	1,705,919	1,653,833	**1,659,000**
Leased Vehicles/Parking	166,646	183,000	173,483	**180,400**
Meeting Space	5,842	41,525	17,336	**30,550**
Leased Funiture & Equip	71,525	79,500	62,466	**77,900**
Subtotal	1,850,264	2,009,944	1,907,119	**1,947,850**
Other Expenses				
Utilities	399,168	553,827	467,784	**635,160**
Insurance	863,288	1,002,082	943,872	**1,000,000**
Taxes	3,841	8,600	4,565	**5,750**
Interest Expense	30,251	36,000	26,809	**25,500**
Depreciation	2,353,821	2,636,612	2,287,964	**2,125,308**
Subtotal	3,650,368	4,237,120	3,730,994	**3,791,718**
TOTAL STAFF OPERATIONS	47,642,230	57,288,697	52,036,521	**60,151,776**

Sound Transit Staff Operating Change Summary

Description	2007 Adopted	2008 Proposed	$ Change	% Change
Salaries & Benefits				
Salaries	23,960,654	**26,422,431**	2,461,777	10.27%
Benefits	13,336,889	**14,532,927**	1,196,038	8.97%
Subtotal	37,297,542	**40,955,358**	3,657,815	9.81%
Services				
Consultant/Management	3,544,900	**3,650,150**	105,250	2.97%
Legal	280,000	**275,000**	-5,000	-1.79%
Accounting/Auditing	733,000	**450,500**	-282,500	-38.54%
Maintenance	622,417	**521,700**	-100,717	-16.18%
Printing/Binding	720,449	**637,750**	-82,699	-11.48%
Advertising/Marketing	435,580	**395,750**	-39,830	-9.14%
Interlocal Agreements	757,500	**722,000**	-35,500	-4.69%
Other Services	1,444,311	**1,344,365**	-99,946	-6.92%
Software And Hardware Maintenanc	1,211,138	**1,295,783**	84,645	6.99%
Subtotal	9,749,294	**9,292,998**	-456,296	-4.68%
Materials And Supplies				
Office Supplies	345,380	**311,235**	-34,145	-9.89%
Postage	246,630	**137,726**	-108,904	-44.16%
Small Equipment/Furniture	662,139	**507,350**	-154,789	-23.38%
Other Materials & Supplies	291,080	**288,600**	-2,480	-0.85%
Subtotal	1,545,229	**1,244,911**	-300,318	-19.44%
Miscellaneous Expenses				
Dues & Memberships	290,391	**331,383**	40,992	14.12%
Travel & Meetings	458,328	**447,595**	-10,733	-2.34%
Books & Subcriptions	147,867	**141,200**	-6,667	-4.51%
Training	242,729	**353,518**	110,789	45.64%
Other Misc. Expenses	1,226,600	**1,445,245**	218,645	17.83%
Contingency	83,652	**200,000**	116,348	139.09%
Subtotal	2,449,567	**2,918,941**	469,374	19.16%
Leases and Rentals				
Admin Facilities Rental	1,705,919	**1,659,000**	-46,919	-2.75%
Leased Vehicles/Parking	183,000	**180,400**	-2,600	-1.42%
Meeting Space	41,525	**30,550**	-10,975	-26.43%
Leased Funiture & Equip	79,500	**77,900**	-1,600	-2.01%
Subtotal	2,009,944	**1,947,850**	-62,094	-3.09%
Other Expenses				
Utilities	553,827	**635,160**	81,333	14.69%
Insurance	1,002,082	**1,000,000**	-2,082	-0.21%
Taxes	8,600	**5,750**	-2,850	-33.14%
Interest Expense	36,000	**25,500**	-10,500	-29.17%
Depreciation	2,636,612	**2,125,308**	-511,304	-19.39%
Subtotal	4,237,120	**3,791,718**	-445,402	-10.51%
TOTAL STAFF OPERATIONS	57,288,697	**60,151,776**	2,863,079	5.00%

S0UND TRANSIT AGENCY REVIEW (STAR)

In 2005, Sound Transit initiated work on updating its performance reporting through development of a performance management system based on the 'balanced scorecard' approach developed by Robert Kaplan of the Harvard Business School. Development of this reporting system included updating the agency mission and vision statements, establishment of five key results areas, identification of a goal statement for each key result area, implementing department initiatives to achieve desired outcomes, and selection of performance measures for department initiatives.

A Transit Performance Management Roundtable was held in October 2005 where Sound Transit exchanged performance management ideas with executives from BART (Bay Area Rapid Transit), DART (Dallas Area Rapid Transit), Orange County Transit Authority (OCTA), Utah Transit Authority (UTA), and Valley Transit Authority (VTA). After studying the performance measurement and reporting systems of 11 transit agencies, a new performance reporting system was developed for Sound Transit based on knowledge gained from those peer comparisons. This new performance management system called "STAR" (Sound Transit Agency Review) will replace the objectives and action plan section of our Proposed 2008 Budget book.

The goals and objectives statements have been updated to the five key results areas of Project Delivery, Service Delivery, System Expansion, Stewardship, and Organizational Vibrancy. A goal statement for each key result will be published and each department is responsible for translating those goals into specific initiatives with defined performance measures. This integrated system provides a basis for evaluating the accomplishments of our departments towards the overall agency goals.

Sound Transit's updated mission statement is:

> ***"Sound Transit plans, builds, and operates regional transit systems and services to improve mobility for the Central Puget Sound"***.

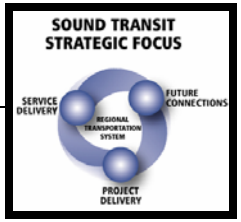
The updated vision statement is:

> ***"Easy connections…***
>
> ***to more places...***
>
> ***for more people."***

These goals, initiatives, and measures are summarized below on individual scorecards for each department to provide a concise basis for evaluation of our performance. As the new STAR performance management system is implemented, this initial set of draft scorecards will evolve as Sound Transit gains experience through monthly internal reporting on these measures. The draft scorecards are presented below, first as an overall agency scorecard and then as departmental scorecards that support the overall agency mission and vision. This project is still a work in progress. Staff is focused on developing the performance metrics and the data to measure and report.

With the move of the Diversity program office to the Executive department in 2006; as well as the consolidation of Safety, Security and Quality Assurance in 2007, scorecards for these divisions are currently being developed and will be included in the Adopted 2008 Budget when it is published.

AGENCY SCORECARD



Mission Statement:

Sound Transit plans, builds and operates regional transit systems and services to improve mobility for the Central Puget Sound.

Vision:

Easy connections ….
to more places ….
for more people.

THEME	GOAL STATEMENT	PERFORMANCE MEASURES
PROJECT DELIVERY	Build quality projects on time and within budget	• *Diversity metrics under development* • Meet or below industry average Recordable Injury Rate (RIR) • 95% of projects completed within the baseline budget. • 95% of projects completed within the baseline schedule • 100% of internal customer service measures met
SERVICE DELIVERY	Provide quality service to our customers and co-workers	• *Safety metrics under development* • Maintain annual customer satisfaction rating equal to 3.5 (on a 4 –point scale) or higher • Annual system wide ridership growth of 4.3% • 100% of internal customer service measures met
FUTURE CONNECTIONS	Create integrated plans for future expansion	• N/A until after November
STEWARDSHIP OF RESOURCES	Manage public resources in a manner that demonstrates accountability, environmental responsibility, fiscal responsibility, and delivers on commitments	• Limit on-going expense growth to equal inflation over a 10 year average • 100% of agency physical assets maintained to insure useful service life • 95% transit operating efficiency and effectiveness measures met • 100% of Environmental Management System targets met
ORGANIZATIONAL VIBRANCY	Foster an atmosphere where talented and dedicated people want to work toward our common mission	• 100% of employees have a professional development plan that includes opportunities for career development • 80 % of employees receiving at least 16 hours of training/professional development per year • 100% of performance reviews are completed within 30 days of anniversary

EXECUTIVE DEPARTMENT

Executive Staff Operating Budget

Description	2006 Actuals	2007 Budget	2007 Forecast	2008 Proposed
Salaries & Benefits				
Salaries	1,358,908	1,360,027	1,321,302	**2,263,839**
Benefits	674,632	728,282	680,749	**1,202,383**
Subtotal	2,033,541	2,088,309	2,002,051	**3,466,221**
Services				
Consultant/Management	251,265	259,500	121,759	**399,300**
Accounting/Auditing	20,828	200,000	85,359	
Printing/Binding	682	24,300	11,844	**26,300**
Advertising/Marketing	0	500	206	**1,000**
Other Services	75,266	170,800	115,081	**200,485**
Software And Hardware Maintenance	0	4,000	1,669	
Subtotal	348,042	659,100	335,918	**627,085**
Materials And Supplies				
Office Supplies	3,698	4,230	3,707	**9,260**
Postage	19	7,700	4,753	**12,400**
Small Equipment/Furniture	8,857	16,300	4,129	**20,100**
Other Materials & Supplies	31,868	50,300	68,721	**52,150**
Subtotal	44,442	78,530	81,310	**93,910**
Miscellaneous Expenses				
Dues & Memberships	4,076	30,665	31,248	**30,020**
Travel & Meetings	52,131	56,628	45,696	**72,906**
Books & Subcriptions	2,765	4,750	7,595	**17,950**
Training	5,550	15,431	7,495	**23,625**
Other Misc. Expenses	29,312	26,300	13,933	**27,300**
Contingency	0	83,652	35,789	**200,000**
Subtotal	93,834	217,426	141,756	**371,801**
Leases and Rentals				
Meeting Space	4,833	24,100	10,039	**16,000**
Leased Funiture & Equip	3,868	4,000	3,576	**7,900**
Subtotal	8,701	28,100	13,615	**23,900**
Other Expenses				
Utilities	10,106	9,000	9,872	**8,400**
Subtotal	10,106	9,000	9,872	**8,400**
TOTAL STAFF OPERATIONS	**2,538,666**	**3,080,465**	**2,584,522**	**4,591,317**

**** Due to reorganization, historical expenditures and forecasts will vary from previously published budget documents. Agency wide summaries include all figures*

FINANCE AND INFORMATION TECHNOLOGY

Finance and Information Technology Staff Operating Budget

Description	2006 Actuals	2007 Budget	2007 Forecast	2008 Proposed
Salaries & Benefits				
Salaries	3,491,989	4,057,768	3,849,396	**4,757,501**
Benefits	1,864,565	2,309,602	2,116,801	**2,689,288**
Subtotal	5,356,553	6,367,370	5,966,196	**7,446,789**
Services				
Consultant/Management	1,069,176	1,341,000	996,686	**1,203,500**
Legal	9,544	20,000	9,397	**15,000**
Accounting/Auditing	506,259	532,500	493,130	**450,000**
Maintenance	2,100			
Printing/Binding	19,862	41,049	17,837	**37,900**
Interlocal Agreements	417,957	425,000	430,796	**500,000**
Other Services	275,319	287,671	541,562	**284,675**
Software And Hardware Maintenance	747,190	1,207,138	1,085,533	**1,295,183**
Subtotal	3,047,405	3,854,357	3,574,942	**3,786,258**
Materials And Supplies				
Office Supplies	9,898	16,700	12,607	**18,800**
Postage	200	4,450	1,872	**4,350**
Small Equipment/Furniture	361,086	569,200	430,775	**369,300**
Other Materials & Supplies	12,932	35,000	19,388	**31,000**
Subtotal	384,116	625,350	464,643	**423,450**
Miscellaneous Expenses				
Dues & Memberships	14,924	19,575	11,260	**18,110**
Travel & Meetings	36,144	75,659	60,070	**76,182**
Books & Subcriptions	36,004	45,200	38,761	**36,850**
Training	67,893	109,400	68,715	**118,600**
Other Misc. Expenses	34,928	6,550	5,107	**15,150**
Subtotal	189,893	256,384	183,912	**264,892**
Leases and Rentals				
Meeting Space	0	3,025	1,261	**200**
Subtotal	0	3,025	1,261	**200**
Other Expenses				
Utilities	115,613	221,792	157,820	**285,850**
Insurance	864,180	1,000,000	946,731	**1,000,000**
Interest Expense	275	1,000	569	**500**
Subtotal	980,067	1,222,792	1,105,121	**1,286,350**
TOTAL STAFF OPERATIONS	**9,958,035**	**12,329,278**	**11,296,075**	**13,207,939**

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THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
PROJECT DELIVERY	Build projects on time and within budget	1. Provide relevant and accurate management systems and financial data. 2. Maximize project funding, communicate funding strategy and results. 3. Develop and maintain risk management programs for all ST capital projects. 4. Maintain agency-level project control systems and procedures.	• Reconciliation of HQ reports to Capital Outlay reports data within 10 working days of month-end. • Payment of all vendors within established time-frames. o 95% in10 days for construction o 95% in15 days for A&E o 90% within invoice terms • 100% of adopted lifetime capital budgets in the system by January 31. • Deliver approved agency projects and initiatives on budget and on schedule. • Provide timely GIS services to agency project managers. • Meet 95% of agency revenue forecasts. • 100% of capital projects (Link, Capital, and Service Delivery) have a communicated risk transfer, risk financing, insurance and risk management strategy. • On-time production of the Annual Progress Report (within 30 days from the end of the quarter). • Maintain up-to-date monthly schedule/status report for Phase Gate meetings. • Successfully implement agency lessons learned program. • Implement a Project Management training program.

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
SERVICE DELIVERY	Provide quality service to our customers	1. Provide relevant and accurate management systems and financial and service data. 2. Maintain property and liability risk programs.	• Meet agency and special Service Level Agreement's measurements for core sites and corporate departments. • Meet requirements of Board approved ST Technology Plan for R&T. • 100% completion of month-end close within established time-frames • Completion of NTD reporting by April 30th. • Timely review of agency's baseline operations costs. • Timely review of proposed service changes for impacts on agency financial plan. • 100% completion of ST NTD reports. • 100% of annual insurance renewals 30 to 60 days prior to policy expiration date. • Report 100% of claims to insurer within 72 hours.
FUTURE CONNECTIONS	Create integrated plans for future expansion	1. Review financial management structure to improve use of agency resources. 2. Define an IT architecture that matches agency planning. 3. Develop and facilitate financial related planning processes.	• Financial policy changes adopted prior to board approved system expansion. • Complete financial system plan to support financial policy changes. • Meet requirements of agency's Information Technology strategic plan and review biennially. • Build scalable systems to meet future requirements of ST andST2 planning. • Meet agency, federal and board financial planning requirements. • Provide a cost/benefit of future expansion plans. • Establish insurance budgets for ST2. • Recommend improvements to project control structure, incorporating lessons learned, and prior to final ST2 plan adoption.

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
STEWARDSHIP OF RESOURCES	Manage resources in a manner that demonstrates public accountability, fiscal responsibility, and delivers on commitments	1. Provide reporting of financial information that meets state, federal and legal requirements. 2. Maintain records and insure all agency assets. 3. Protect and secure all FIT intellectual assets. 4. Ensure agency long-term financial liquidity.	• Receipt of 100% unqualified audit opinions with no reportable conditions. • Deliver 100% of financial reporting within established deadlines. • Drawdown eligible grant funds within 30 days of month-end report.. • 100% of agency assets insured or have risk strategy (in collaboration with LOB department managers). o Agency Operations Infrastructure o Railroad Operations – Rolling Stock o Capital Assets (replacement cost) o Real Estate Properties • Zero IT security breaches. • Meet back-up and retention requirements for technology-based intellectual assets. • Finance plan updated by September 30 annually. • Long Term Administrative Cost model updated by September 30 annually. • Production of APR by 30 days following the end of the quarter closing. • Document and provide training on lessons learned.
ORGANIZATIONAL VIBRANCY	Foster an atmosphere where talented and dedicated people want to work toward our common mission	1. Ensure professional development through training, growth opportunities and challenging work. 2. Manage, recognize, measure and compensate performance that focuses on the mission, goals, and initiatives. 3. Build and develop valued teams with ownership for overall agency goals.	• 100% of employees have a professional development plan that includes opportunities for career development. • 80 % of employees receiving at least 16 hours of training/professional development per year. • 100% of performance reviews are completed within 30 days of anniversary.

LEGAL SERVICES

Legal Staff Operating Budget

Description	2006 Actuals	2007 Budget	2007 Forecast	2008 Proposed
Salaries & Benefits				
Salaries	1,190,713	1,551,384	1,426,582	**1,517,178**
Benefits	586,239	807,128	740,314	**784,610**
Subtotal	1,776,952	2,358,512	2,166,896	**2,301,788**
Services				
Consultant/Management	121,740	79,000	89,351	**88,550**
Legal	137,286	260,000	222,880	**260,000**
Printing/Binding	494	550	228	**450**
Advertising/Marketing		300	125	**300**
Other Services	41,171	11,300	9,006	**10,800**
Subtotal	300,691	351,150	321,590	**360,100**
Materials And Supplies				
Office Supplies	2,831	3,500	3,492	**3,400**
Postage		0	9	**46**
Small Equipment/Furniture	2,532	4,050	1,906	**4,150**
Other Materials & Supplies	1,283	0	421	**1,800**
Subtotal	6,645	7,550	5,828	**9,396**
Miscellaneous Expenses				
Dues & Memberships	6,484	6,074	7,172	**6,735**
Travel & Meetings	6,314	11,966	11,200	**11,200**
Books & Subcriptions	18,540	21,867	19,291	**21,600**
Training	7,781	11,800	7,787	**12,615**
Other Misc. Expenses	80,035	0	587	**45**
Subtotal	119,154	51,707	46,037	**52,195**
Leases and Rentals				
Meeting Space	430	600	0	**500**
Subtotal	430	600	0	**500**
Other Expenses				
Utilities	5,556	5,124	5,508	**5,640**
Subtotal	5,556	5,124	5,508	**5,640**
TOTAL STAFF OPERATIONS	**2,209,427**	**2,774,643**	**2,545,859**	**2,729,619**

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THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
PROJECT DELIVERY	Build projects on time and within budget	1. Provide timely legal advice to avoid project delays 2. Ensure that environmental documents comply with environmental requirements	• 90% of requests for new services acknowledged within one business day; 100% acknowledged within 2 business days • Fewer than 10% preventable legal emergencies • 90% of appeals successfully defended when legal advice followed
SERVICE DELIVERY	Provide quality service to our customers	1. Provide prompt, thorough review of legal issues identified. 2. Keep clients informed about major or recurring legal issues	• No errors in legal analysis • 100% of law/regulatory changes that affect clients activities communicated to clients at least 30 days before effective date through education and training sessions or documents on recurring legal issues provided
FUTURE CONNECTIONS	Create integrated plans for future expansion	1. Early identification of issues that could affect plans for future expansion	• 100% of legal issues identified in intra-agency work teams that include the legal department in developing plans for future system plan expansion
STEWARDSHIP OF RESOURCES	Manage resources in a manner that demonstrates public accountability, fiscal responsibility, and delivers on commitments	1. Provide mechanism to capture significant work product and research 2. Ensure compliance with public disclosure laws	• 100% of legal memoranda, briefs and legal instruments archived in library database • 100% of public disclosure requests responded to on time
ORGANIZATIONAL VIBRANCY	Foster an atmosphere where talented and dedicated people want to work toward our common mission	1. Ensure professional development through training, growth opportunities and challenging work, 2. Manage, recognize, measure and compensate performance that focuses on the mission, goals, and initiatives. 3. Build and develop valued teams with ownership for overall agency goals.	• 100% of employees have a professional development plan that includes opportunities for career development. • 80 % of employees receiving at least 16 hours of training/professional development per year. • 100% of performance reviews are completed within 30 days of anniversary.

LINK LIGHT RAIL

Link Light Rail Staff Operating Budget

Description	2006 Actuals	2007 Budget	2007 Forecast	2008 Proposed
Salaries & Benefits				
Salaries	6,033,449	7,091,487	6,648,935	**7,832,662**
Benefits	2,989,567	3,830,943	3,598,856	**4,189,107**
Subtotal	9,023,016	10,922,430	10,247,791	**12,021,769**
Services				
Consultant/Management	29,104	41,500	25,031	**46,500**
Legal	673			
Accounting/Auditing		500	0	**500**
Maintenance		25,000	10,417	**25,000**
Printing/Binding	2,914	13,850	7,125	**11,700**
Advertising/Marketing	0	100	50	**100**
Other Services	9,383	155,060	106,810	**94,230**
Software And Hardware Maintenance				**600**
Subtotal	42,075	236,010	149,433	**178,630**
Materials And Supplies				
Office Supplies	31,204	52,980	41,877	**50,500**
Postage	88	3,680	1,602	**1,830**
Small Equipment/Furniture	34,848	46,495	44,674	**54,900**
Other Materials & Supplies	4,747	30,200	17,023	**29,600**
Subtotal	70,886	133,355	105,177	**136,830**
Miscellaneous Expenses				
Dues & Memberships	6,786	15,679	7,235	**29,791**
Travel & Meetings	78,357	153,120	72,455	**149,470**
Books & Subcriptions	14,184	24,750	17,018	**17,300**
Training	14,091	29,382	19,304	**75,313**
Other Misc. Expenses	15,758	70,800	80,818	**26,300**
Subtotal	129,176	293,730	196,830	**298,174**
Leases and Rentals				
Admin Facilities Rental				**4,000**
Meeting Space	0	9,200	4,538	**9,750**
Leased Funiture & Equip	70			
Subtotal	70	9,200	4,538	**13,750**
Other Expenses				
Utilities	39,755	55,300	49,082	**59,700**
Subtotal	39,755	55,300	49,082	**59,700**
TOTAL STAFF OPERATIONS	**9,304,979**	**11,650,025**	**10,752,851**	**12,708,853**

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THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
PROJECT DELIVERY	Build projects on time and within budget	1. Construct projects per approved plans and specifications 2. Achieve forecasted expenditure levels 3. Maintain project float throughout the life of the project. 4. Construct projects in a safe and efficient manner 5. Manage project contingency over the life of the project	• All open Non-Conformance Reports (NCR's) associated with a project should be closed within 90 days of being initiated. Report quarterly and annually. • Project expenditures incurred to-date should be at least 90% of the cumulative annual project budget. • All projects must maintain positive schedule float throughout the life of the project. Report quarterly and annually. • The Recordable Injury Rate (RIR) should be less than the national average for each project. Report quarterly and annually. • Contingency Index: A measure of work progress relative to contingency drawdown, computed as a ratio of % construction complete to % contingency expended should be 1.0 or more. Report quarterly on the cumulative project to date.
SERVICE DELIVERY	Provide quality service to our customers	1. Design and build a reliable, customer friendly light rail system.	• After the opening of the Link system, survey users to determine satisfaction.
FUTURE CONNECTIONS	Create integrated plans for future expansion	N/A until November	N/A until November
STEWARDSHIP OF RESOURCES	Manage resources in a manner that demonstrates public accountability, fiscal responsibility, and delivers on commitments	1. Provide timely information about Link projects to all interested stakeholders 2. Provide project staff at the levels required to complete the projects on-time and within budget	• Produce each monthly report by end of following month • Actual Link staff/consultant hours expended within 95% of planned hours. Report quarterly and annually.

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
ORGANIZATIONAL VIBRANCY	Foster an atmosphere where talented and dedicated people want to work toward our common mission	1. Ensure professional development through training, growth opportunities and challenging work. 2. Manage, recognize, measure and compensate performance that focuses on the mission, goals, and initiatives. 3. Build and develop valued teams with ownership for overall agency goals.	• 100% of employees have a professional development plan that includes opportunities for career development. • 80 % of employees receiving at least 16 hours of training/professional development per year. • 100% of performance reviews are completed within 30 days of anniversary.

CAPITAL PROJECTS

Capital Projects Staff Operating Budget

Description	2006 Actuals	2007 Budget	2007 Forecast	2008 Proposed
Salaries & Benefits				
Salaries	2,055,741	2,345,794	2,145,774	**2,162,478**
Benefits	1,060,642	1,326,548	1,178,635	**1,194,314**
Subtotal	3,116,382	3,672,343	3,324,409	**3,356,791**
Services				
Consultant/Management	57,521	95,000	45,510	**95,000**
Legal	0			
Printing/Binding	2,405	3,500	1,458	**3,000**
Advertising/Marketing	0	4,500	1,875	**4,500**
Other Services	111,069	60,250	31,790	**59,250**
Subtotal	170,994	163,250	80,633	**161,750**
Materials And Supplies				
Office Supplies	7,596	10,500	5,231	**10,000**
Postage	166	650	271	**650**
Small Equipment/Furniture	1,078	0	2,013	**1,500**
Other Materials & Supplies	2,622	4,000	1,667	**2,000**
Subtotal	11,462	15,150	9,182	**14,150**
Miscellaneous Expenses				
Dues & Memberships	6,054	2,981	3,394	**3,150**
Travel & Meetings	19,309	32,535	22,586	**28,490**
Books & Subcriptions	1,390	2,500	1,133	**2,000**
Training	11,513	19,850	17,570	**16,550**
Other Misc. Expenses	0			
Subtotal	38,265	57,866	44,682	**50,190**
Leases and Rentals				
Meeting Space	579	3,000	1,250	**2,000**
Subtotal	579	3,000	1,250	**2,000**
Other Expenses				
Utilities	5,751	11,417	8,265	**10,000**
Subtotal	5,751	11,417	8,265	**10,000**
TOTAL STAFF OPERATIONS	**3,343,434**	**3,923,025**	**3,468,421**	**3,594,881**

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THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
PROJECT DELIVERY	Build quality projects on time and within budget	1. Manage design and construction process to deliver projects within baseline budget and schedule. 2. Support Agency Diversity and Safety programs and monitor project compliance.	• 85% annual expenditures of program forecast. • 95% of projects completed within baseline schedule and budget. • Diversity and Safety metrics are under development.
SERVICE DELIVERY	Provide quality service to our customers	1. Maintain consolidated design guidelines and standards to ensure customer satisfaction with facilities.	• Annual updates of design standards based on coordination with Transportation Service Department.
FUTURE CONNECTIONS	Create integrated plans for future expansion	1. Identify and manage resources to provide technical expertise for long range planning and ST2 plan development.	• N/A until after November.
STEWARDSHIP OF RESOURCES	Manage resources in a manner that demonstrates public accountability, fiscal responsibility, and delivers on commitments	1. Effectively manage department financial resources	• Ensure Staff operating budget is not over-spent. • Performance on Project Delivery Measures
ORGANIZATIONAL VIBRANCY	Foster an atmosphere where talented and dedicated people want to work toward our common mission	1. Ensure professional development through training, growth opportunities and challenging work. 2. Manage, recognize, measure and compensate performance that focuses on the mission, goals, and initiatives. 3. Build and develop valued teams with ownership for overall agency goals.	• 100% of employees have a professional development plan that includes opportunities for career development. • 80 % of employees receiving at least 16 hours of training/professional development per year. • 100% of performance reviews are completed within 30 days of anniversary.

CORPORATE SERVICES

Corporate Services

Description	2006 Actuals	2007 Budget	2007 Forecast	2008 Proposed
Salaries & Benefits				
Salaries	3,190,835	3,297,955	3,215,015	**3,485,584**
Benefits	1,741,917	1,964,823	1,843,467	**2,065,046**
Subtotal	4,932,752	5,262,777	5,058,481	**5,550,630**
Services				
Consultant/Management	437,042	383,500	323,038	**411,500**
Maintenance	686	5,100	2,450	**6,000**
Printing/Binding	478,974	464,200	371,816	**412,200**
Advertising/Marketing	174,654	200,100	202,254	**196,100**
Interlocal Agreements	4,750	7,500	9,260	**12,000**
Other Services	220,901	336,100	270,351	**392,875**
Subtotal	1,317,007	1,396,500	1,179,168	**1,430,675**
Materials And Supplies				
Office Supplies	193,203	239,620	216,396	**202,025**
Postage	27,449	129,000	74,655	**77,550**
Small Equipment/Furniture	27,910	7,594	10,737	**17,300**
Other Materials & Supplies	11,946	45,700	35,599	**57,600**
Subtotal	260,509	421,914	337,388	**354,475**
Miscellaneous Expenses				
Dues & Memberships	15,827	9,649	10,605	**12,753**
Travel & Meetings	25,050	29,368	19,606	**41,786**
Books & Subcriptions	7,508	40,950	21,334	**35,450**
Training	21,533	25,470	11,586	**30,700**
Other Misc. Expenses	1,223,304	1,095,650	994,458	**1,353,650**
Subtotal	1,293,222	1,201,087	1,057,589	**1,474,339**
Leases and Rentals				
Meeting Space	0	1,000	-2	**1,500**
Leased Funiture & Equip	67,587	73,500	58,059	**70,000**
Subtotal	67,587	74,500	58,057	**71,500**
Other Expenses				
Utilities	10,743	8,220	10,065	**11,710**
Interest Expense	29,976	35,000	26,240	**25,000**
Subtotal	40,719	43,220	36,305	**36,710**
TOTAL STAFF OPERATIONS	**7,911,796**	**8,399,998**	**7,726,989**	**8,918,329**

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THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
PROJECT DELIVERY	Build projects on time and within budget	1. Increase public awareness of ST projects. 2. Integrate public art into ST projects	• Maintain awareness of ST projects within two percentage points of baseline survey results from previous year (66% in 2006) • Hold special events for 60% of 2007 milestones. • Install 22 Public Art projects in 2007: 18 Link, 4 Regional Express.
SERVICE DELIVERY	Provide quality service to our customers	1. Increase public awareness of ST services.	• Maintain awareness of ST services and brand within 2% points of previous year baseline survey results (87% in 2006). • Promote Ridership on lower productivity routes identified by Transportation Services, targeting increases within the 2-4 percent range. • Hold special events/promotions for 7 service enhancement milestones. • Respond to 800 graphics work products in 2007.
FUTURE CONNECTIONS	Create integrated plans for future expansion	1. Increase public awareness of ST service expansion.	• Reach 85% of target audience (adults 25 – 54 within three-county service area) with ST advertising.
STEWARDSHIP OF RESOURCES	Manage resources in a manner that demonstrates public accountability, fiscal responsibility, and delivers on commitments	1. Prepare and disseminate information about the agency's stewardship of public resources including annual report and frequently updated web site 2. Manage department budget within 95% Board approved amounts	• Maintain favorability rating within 2% points of previous year's survey (65% in 2006). • Distribute annual report to 95% identified stakeholders. • Maintain department spending within 95% of Board approved budgets and policies.

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
ORGANIZATIONAL VIBRANCY	Foster an atmosphere where talented and dedicated people want to work toward our common mission	1. Ensure professional development through training, growth opportunities and challenging work. 2. Manage, recognize, measure and compensate performance that focuses on the mission, goals, and initiatives. 3. Build and develop valued teams with ownership for overall agency goals.	• 100% of employees have a professional development plan that includes opportunities for career development. • 80 % of employees receiving at least 16 hours of training/professional development per year. • 100% of performance reviews are completed within 30 days of anniversary.

TRANSPORTATION SERVICES

Transportation Services Staff Operating Budget

Description	2006 Actuals	2007 Budget	2007 Forecast	2008 Proposed
Salaries & Benefits				
Salaries	1,535,068	1,919,136	1,721,169	**2,037,655**
Benefits	817,567	1,116,320	947,828	**1,154,727**
Subtotal	2,352,635	3,035,456	2,668,997	**3,192,382**
Services				
Consultant/Management	127,319	286,100	228,435	**330,000**
Legal	6			
Maintenance	410,714	567,317	411,727	**467,500**
Printing/Binding	19,508	92,000	49,949	**89,200**
Advertising/Marketing	104,435	157,580	93,459	**122,250**
Interlocal Agreements	314	150,000	64,210	**25,000**
Other Services	156,027	339,630	289,767	**231,150**
Subtotal	818,323	1,592,627	1,137,548	**1,265,100**
Materials And Supplies				
Office Supplies	9,603	6,750	13,697	**7,750**
Postage	0	20,650	8,132	**20,400**
Small Equipment/Furniture	43,750	18,000	17,389	**36,500**
Other Materials & Supplies	112,362	106,380	91,798	**109,650**
Subtotal	165,715	151,780	131,016	**174,300**
Miscellaneous Expenses				
Dues & Memberships	2,494	3,285	2,936	**4,754**
Travel & Meetings	24,324	28,104	21,949	**27,846**
Books & Subcriptions	8,366	5,450	10,212	**7,750**
Training	12,538	5,896	14,512	**57,215**
Other Misc. Expenses	12,382	22,000	16,321	**20,000**
Subtotal	60,103	64,735	65,930	**117,565**
Leases and Rentals				
Admin Facilities Rental	46,623	54,000	51,849	**55,000**
Leased Vehicles/Parking	166,646	183,000	173,483	**180,400**
Meeting Space	0	600	250	**600**
Leased Funiture & Equip		2,000	831	
Subtotal	213,269	239,600	226,413	**236,000**
Other Expenses				
Utilities	194,831	223,631	208,159	**232,700**
Insurance	-892	2,082	-2,859	
Taxes	3,841	8,600	4,368	**5,750**
Subtotal	197,780	234,313	209,668	**238,450**
TOTAL STAFF OPERATIONS	**3,807,824**	**5,318,511**	**4,439,572**	**5,223,797**

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THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
PROJECT DELIVERY	Build projects on time and within budget	1. Review all capital project design plans to ensure operations and maintenance related issues are addressed. 2. To prevent project delays, ensure operations and maintenance plans are developed for all capital projects. 3. Capture lessons learned and implement for new or ongoing projects.	• 95% of design plans are reviewed, comments provided and issues identified within prescribed timeframe. • 100% of capital projects receive operations and maintenance plans prior to base lining. • Develop transition template for new facilities by June 2008. • 100% of lesson learned items are identified for the agency lessons learned program within the prescribed timeframe.
SERVICE DELIVERY	Provide quality service to our customers	1. Ridership: Retain and increase ridership on all modes. 2. Service quality: Provide high quality service that is responsive to customer needs, including the region's special needs population. Ensure service is safe, accessible, reliable, cost effective and efficient. 3. Review non-ST capital project plans to assess impacts to all department functions and ensure ST input is included in EIS, PE/ED and final design documents.	• Meet agency goals to increase ridership as follows: o ST Express bus: TBD o Sounder commuter rail: TBD o Tacoma Link: TBD o Systemwide: TBD • On-time performance: o ST Express bus: ≥90% o Sounder: ≥95% o Tacoma Link: : ≥98.5% • Preventable accidents per revenue mile: o ST Express bus & Tacoma Link: ≤1 per 30,000 miles o Sounder: ≤1 per 1,000,000 miles • Customer complaints as percent of total Boardings: ≤ 0.05% for all modes • Percent of scheduled trips operated: o ST Express bus: 99.8% o Sounder commuter rail: 99.5% o Tacoma Link: 98.5% • Vehicle availability: o ST Express bus: ≥90% o Sounder commuter rail: 100% o Tacoma Link: >90% • 95% of the time, the repair process for critical accessible features is begun within 2 hours, and within 48 hours for non-critical features. • Maintain annual customer satisfaction rating equal to 3.5 (on 4-point scale) or higher. • In coordination with the Safety division, conduct 50 man-hours of safety training for TSD employees. • In coordination with the Safety division, conduct 100 man-hours of responder training for emergency responders.

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
			• Safety/Security emergency exercises: • Tacoma Link: In coordination with ST Safety division, perform one annual emergency exercise on Tacoma Link light rail. • Sounder commuter rail & ST Express: In coordination with service operators and ST Safety and Security divisions, conduct and participate in table top exercises as required. • In coordination with the Security and Safety divisions, participate in full-scale emergency exercise in conjunction with regional response providers as required. • In conjunction with capital projects, maintenance and operations plans for projects transitioning from construction to operations are 100% complete by service start-up. • Complete inventory of 100% of existing facilities to update Facilities Operations and Maintenance Plan by September 30. • Complete inventory of safety equipment on 100% of vehicles and at facilities by September 30. • 95% of plans are reviewed within prescribed timeframe and comments provided to meet project comment deadlines.
FUTURE CONNECTIONS	Create integrated plans for future expansion		

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
STEWARDSHIP OF RESOURCES	Manage resources in a manner that demonstrates public accountability, fiscal responsibility, and delivers on commitments	1. Preventive maintenance: perform preventive maintenance to maximize the life cycle of facilities and equipment and minimize maintenance costs. 2. Efficiently and effectively use resources to control costs and manage service levels. 3. Ensure integrity of Sounder barrier-free collection system to maximize cost recovery. 4. Develop a real property inventory in support of the agency initiative for an asset management plan.	• 90% of regularly scheduled maintenance is performed within 10% of required interval for all ST facilities. • Establish baseline data for facilities costs to determine future year target for controlling costs. • Sounder: Capital maintenance projects for commuter rail vehicles are carried out according to the budget for equipment overhauls. • Evaluate 100% of service annually according to the *Service Standards and Performance Measures* guidelines. • 80% of system wide platform hours receive a Good or Satisfactory performance rating. • Meet Sounder systemwide goals for boardings per trip and boardings per revenue vehicle hour as established by SIP and budget. • For each mode, meet agency 2008 budget target for cost per boarding as follows: o ST Express: TBD o Sounder: TBD o Tacoma Link: TBD • Achieve agency 2008 farebox recovery targets: o ST Express: TBD o Sounder: TBD o Tacoma Link: TBD • Sounder fare collection: maintain less than 3% evasion rate. • Conduct fare sweeps quarterly on 100% of trains. • For 2008, identify and evaluate activities to improve customer perceptions regarding fare collection. • 100% of Sound Transit's real property assets will be on file.
ORGANIZATIONAL VIBRANCY	Foster an atmosphere where talented and dedicated people want to work toward our common mission	1. Ensure professional development through training, growth opportunities and challenging work. 2. Manage, recognize, measure and compensate performance that focuses on the mission, goals, and initiatives. 3. Build and develop valued teams with ownership for overall agency goals.	• 100% of employees have a professional development plan that includes opportunities for career development. • 80 % of employees receiving at least 16 hours of training/professional development per year. • 100% of performance reviews are completed within 30 days of anniversary.

POLICY, PLANNING, AND PUBLIC AFFAIRS

Office of Policy Planning and Public Affairs Staff Operating Budget

Description	2006 Actuals	2007 Budget	2007 Forecast	2008 Proposed
Salaries & Benefits				
Salaries	2,068,063	2,286,672	2,241,075	**2,311,250**
Benefits	1,109,259	1,221,171	1,181,273	**1,218,808**
Subtotal	3,177,322	3,507,842	3,422,347	**3,530,057**
Services				
Consultant/Management	846,762	1,059,300	1,094,502	**1,075,800**
Maintenance	11,328	25,000	16,398	**23,200**
Printing/Binding	7,131	81,000	37,332	**57,000**
Advertising/Marketing	406	72,500	89,806	**71,500**
Other Services	8,281	73,500	49,144	**70,900**
Subtotal	873,908	1,311,300	1,287,182	**1,298,400**
Materials And Supplies				
Office Supplies	5,725	11,100	8,104	**9,500**
Postage	10	80,500	33,620	**20,500**
Small Equipment/Furniture	3,536	500	6,138	**3,600**
Other Materials & Supplies	4,118	19,500	9,617	**4,800**
Subtotal	13,389	111,600	57,480	**38,400**
Miscellaneous Expenses				
Dues & Memberships	5,374	42,483	32,474	**226,070**
Travel & Meetings	42,361	69,895	66,196	**39,715**
Books & Subcriptions	4,484	2,400	1,440	**2,300**
Training	6,673	24,000	10,452	**18,900**
Other Misc. Expenses	14,568	5,300	2,406	**2,800**
Subtotal	73,460	144,078	112,969	**289,785**
Leases and Rentals				
Meeting Space	0			
Subtotal	0			
Other Expenses				
Utilities	16,757	19,343	18,969	**21,160**
Subtotal	16,757	19,343	18,969	**21,160**
TOTAL STAFF OPERATIONS	**4,154,835**	**5,094,164**	**4,898,947**	**5,177,802**

**** Due to reorganization, historical expenditures and forecasts will vary from previously published budget documents. Agency wide summaries include all figures*

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
PROJECT DELIVERY	Build projects on time and within budget	1. Secure federal appropriations.	• Deliver 100% of federal appropriations assumed in financial plan.
SERVICE DELIVERY	Provide quality service to our customers		
FUTURE CONNECTIONS	Create integrated plans for future expansion	1. Continue to advance Sound Transit's regional leadership role in developing transit system plans and integration approaches that provide our customers with affordable, convenient, and reliable public transit mobility options. 2. Establish Sound Transit as the regional think tank for research, analysis, and development of strategic policy initiatives that advance the way the industry approaches the provision of public transportation services; focused on meeting customer needs, applying lessons learned from other industries, and continuous improvement in how we supply efficient and effective multimodal public transportation services. 3. Continuously work to define corridor HCT alternatives, and investment decision support, that complement existing transit system plans, infrastructure, and services to expand the range of HCT benefits to areas of the region not yet served. 4. Educate and equip regional partners with the knowledge and tools necessary to make sustainable transit oriented land use choices scaled to desirable community form and context.	• Performance measure under development. Will be finalized for final budget adoption.

THEME	GOAL STATEMENT	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
STEWARDSHIP OF RESOURCES	Manage resources in a manner that demonstrates public accountability, fiscal responsibility, and delivers on commitments	1. Engage with federal, state, and local partners to ensure development and improvement of the regional transit system and facilitate opportunities for partnership and integration.	• Performance measure under development. Will be finalized for final budget adoption.
		2. Maintain high standards of accuracy, timeliness, and transparency in communicating with the news media and public about the agency's projects, services, system expansion initiatives, accomplishments and challenges.	▪ Maintain or increase the number of stories proactively pitched each quarter. ▪ Maintain or increase the amount of coverage generated by proactive pitches each quarter. ▪ Measure the overall volume of media coverage received each quarter. ▪ Maintain a positive trend in public opinion about Sound Transit as reflected in surveys.
		3. Support the Board in developing policy, determining direction, and providing agency oversight.	▪ Performance measure under development. Will be finalized for final budget adoption.
		4. Ensure integrity of official records and Board proceedings.	▪ 100% compliance.
		5. Serve as internal liaison to Citizen Oversight Panel in its role to monitor and provide feedback on Sound Transit's performance to the Board.	▪ Manage recruitment process to ensure achievement of membership levels. ▪ Respond to COP reports within 30 days of COP presentation to the Board. ▪ Coordinate with independent Project Manager on support to panel.
ORGANIZATIONAL VIBRANCY	Foster an atmosphere where talented and dedicated people want to work toward our common mission	1. Ensure professional development through training, growth opportunities and challenging work.	• 100% of employees have a professional development plan that includes opportunities for career development.
		2. Manage, recognize, measure and compensate performance that focuses on the mission, goals, and initiatives.	• 80 % of employees receiving at least 16 hours of training/professional development per year.
		3. Build and develop valued teams with ownership for overall agency goals.	• 100% of performance reviews are completed within 30 days of anniversary.

CENTRAL COSTS

Central Costs Staff Operating Budget

Description	2006 Actuals	2007 Budget	2007 Forecast	2008 Proposed
Services				
Maintenance	1,144			
Advertising/Marketing		0	744	
Interlocal Agreements	176,210	175,000	178,067	**185,000**
Subtotal	177,355	175,000	178,810	**185,000**
Materials And Supplies				
Small Equipment/Furniture	132	0	1,111	
Subtotal	132	0	1,111	
Miscellaneous Expenses				
Dues & Memberships	187,566	160,000	159,397	
Travel & Meetings		0	685	
Subtotal	187,566	160,000	160,082	
Leases and Rentals				
Admin Facilities Rental	1,559,628	1,651,919	1,601,984	**1,600,000**
Subtotal	1,559,628	1,651,919	1,601,984	**1,600,000**
Other Expenses				
Utilities	57	0	43	
Taxes		0	197	
Depreciation	2,353,821	2,636,612	2,287,964	**2,125,308**
Subtotal	2,353,878	2,636,612	2,288,204	**2,125,308**
TOTAL STAFF OPERATIONS	**4,278,558**	**4,623,530**	**4,230,191**	**3,910,308**

**** Due to reorganization, historical expenditures and forecasts will vary from previously published budget documents. Agency wide summaries include all figures*

COMMUNITY DEVELOPMENT FUND

On November 18, 1999, the Sound Transit Board, by Resolution No. R99-34, established a $50 million (YOE$) Transit-Oriented Community Development Fund (the "Fund") to increase transit ridership on Central Link Light Rail and to address the impacts of light rail construction The Fund is distributed through two distinct accounts: (1) The Community Development Account which is monitored and funded by the City of Seattle; and (2) the Supplemental Mitigation Account which is monitored and funded by Sound Transit from contributions by the City of Seattle and King County.

During 2002, the Rainier Valley Community Development Fund, a non-profit organization, was established by the community to implement the programs in the Operating Plans, as adopted and approved by the Sound Transit Board and City of Seattle, respectively.

In 2005, the City of Seattle, Sound Transit and King County amended the original funding agreements wherein oversight and administration of the Fund shifted to the City of Seattle, as well as funding certain disbursement requests from the Supplemental Mitigation Account, except when such requests would not qualify under Community Development Block Grant criteria. Funding for such requests continues to be disbursed through Sound Transit by recapitalization of the Fund through reimbursement of City of Seattle completed project elements of the Central Link Light Rail Segment.

The resources contained within the Supplemental Mitigation Account that continue to be Sound Transit's funding responsibility are detailed in the Proposed 2008 Budget as depicted below. The operations budget for 2008 includes $700 thousand for mitigation payments and $91.9 thousand for internal Sound Transit costs. The budget for mitigation payments assumes that the City will be seeking Community Development Block reimbursements for the Central Link Light Rail Segment. The City of Seattle will reimburse Sound Transit for internal costs in 2008. It is expected that the Supplemental Mitigation Account will be completely spent down in 2008.

Community Development Fund

2008 Budget Summary

		Proposed 2008 Budget
CDF Program Transactions		
Mitigation Payments	$	700,000
Advances		-
Subtotal	**$**	**700,000**
ST Internal Costs		
Salary & Benefits	$	88,930
Travel/Meetings		250
Escrow Fees		2,750
Sub Total	**$**	**91,930**
Total	***$***	***791,930***
CDF Revenue		
Interest on Advances		-
Interest on Idle Funds	$	5,000
Subtotal	**$**	**5,000**

TRANSIT ORIENTED DEVELOPMENT (TOD)

The Board established the Transit Oriented Development (TOD) Program in 1997. Subsequent motions and resolutions provide program guidance, including M99-60 prescribing TOD evaluation criteria and the Real Property Disposition Policy and Procedures (R99-35) which focuses on joint development. Those board actions direct the TOD Program to create transit supportive development and communities at Sound Transit facilities, stations, and station areas by working with local jurisdictions, property owners, and public and private developers. The TOD Program has focused on five main activities:

Technical assistance: provides staff and consulting expertise to the Sound Transit project staff, cities, counties, and not-for-profit agencies within the district. During 2007, technical assistance included station area and station location analyses for TOD and joint development opportunities at the Capitol Hill Station, continued participation in Snohomish County's Urban Centers Program, and town center redevelopment advice to the City of Sumner.

Facility enhancement: creates improvements to existing facilities that support transit and pedestrian connections and increased ridership. In 2007, the Program staff began discussions with Capital Projects and City of Tukwila staff to consider conceptual redevelopment options for the permanent Tukwila Station, and negotiated purchase and sale agreements for the Federal Way Transit Center East and West TOD Parcels.

Strategic acquisition: identifies potential sites to preserve or create TOD opportunities by working with local jurisdictions, property owners, and developers. During 2007, the reprogramming of future ST2 parking and ride project ended staff negotiations with a Tacoma property owner for a joint development parking structure at the Dome District Station.

Broker/catalyst/partner: creates increased ridership through appropriate development within station areas in collaboration with community representatives. In 2007, Program staff continued evaluating potential joint development options to attract private investment to the Mount Baker/McClellan Station.

Surplus Property Utilization Plan: evaluating the agency's real property inventory to make disposition recommendations as directed by TOD/Joint Development policies and guidelines. In 2007, agency staff and consultants collaborated to organize, evaluate, and make disposition recommendations for the surplus Rainier Valley parcels. In addition, Program staff initiated the property evaluation and prospective sale of another parcel owned by ST in the same area as a relocation site for the Firestone retail store which is located within what will be the Mount Baker Station.

2008 Activities:

During 2008, the TOD Program will monitor the progress of the Korean Women's Association senior housing proposal for the East Parcel at the Federal Way Transit Center. As part of a multi-year assignment, staff will coordinate City and community discussions for future TOD at the Capitol Hill Station. At the Mount Baker Station, redevelopment plans for the Firestone site will be identified through a Request for Proposals process, involving the community, The City of Seattle, and Sound Transit. ST2 joint development opportunities will be evaluated based on

alignment and facility decisions, with staff contributing to real property decisions for right-of-way and stations. Staff will continue to be active in real property surplus and utilization activities to identify sites appropriate for transit-supportive redevelopment.

Transit Oriented Development

2008 Budget Summary

	Proposed 2008 Budget	Proposed 1997-2016 Budget
Operating Budget		
Technical Assistance	200,000	1,640,457
	$ 200,000	**$ 1,640,457**
Capital Budget		
Ashway TOD	$ -	$ 100,000
Woodinville TOD	$ -	-
	$ -	**$ 100,000**
Total	***$ 200,000***	***$ 1,740,457***

The Adopted 2008 operating budget for TOD is $200,000 in District wide TOD operating expenditures.

PUBLIC ART PROGRAM

The Sound Transit Board has endorsed a public art program to work with artists, community and project staff to develop art projects for the agency's capital projects that reflects the community's interest and reflects positively on the agency.

The Sound Transit art policy adopted by the board in January 1998:

- recognizes a wide range of opportunities for art, from discrete artworks to artistic enhancements, to functional elements of facilities.
- commits to having artists work with the preliminary and final design teams on the development of the project design and on the integration of art into the system as a whole.
- establishes an art budget calculated as 1% of capital construction costs, excluding the cost of tunneling. The funds for art are pooled within subareas.

To carry out the policy, the Sound Transit Art Program (ST*art*) was established. ST*art* is staffed by one full-time administrator and one full-time project coordinator responsible for coordinating the work of the art program.

Art and design are developed collaboratively through a process involving communities, engineers, architects, landscape architects, artists and staff working together and sharing ideas. Because art is intended to be an integral part of Sound Transit facilities, it is reviewed during the design review process organized for each project.

In 2008 the public art program will:

- Oversee installation of all remaining artwork for Link light rail including from Tukwila/International Blvd Station through Downtown Seattle.
- Manage design development, fabrication and installation of artwork for over fifteen projects related to University Link, Airport Link, Sounder and Regional Express.
- Analyze system-wide art to identify remaining commission opportunities within the Sound Move package.

Budget Summary

Public Art (ST*art*)
2008 Budget Summary

	Proposed 2008 Budget	Proposed 1997-2016 Budget
Operating Expenditures	$ 412,299	$ 1,777,768
Capital	2,204,790	16,318,123
Total	***$ 2,617,299***	***$ 18,095,891***

The Proposed 2008 Budget for ST*art* is $2.6 million which is composed of $412.3 thousand in operating expenditures and $2.2 million of capital investment. Operating expenses consist of the cost of maintaining, repairing, replacing and cleaning installed art work and was established at roughly 10% of total life time budget. The Proposed lifetime budget was increase by $26.5k through a transfer from Sounder Mukilteo station in Snohomish County.

STart Capital

Project

x68 STart Program

Description

The Sound Transit Art Program - STart - is responsible for incorporating public art into Sound Transit systems and facilities. The artwork will reflect the communities served and contribute to a positive experience for customers.

In 2008 the public art program will:
•Oversee installation of all remaining artwork for Link light rail including from Tukwila/International Blvd Station through Downtown Seattle.
•Manage design development, fabrication and installation of artwork for over fifteen projects related to University Link, Airport Link, Sounder and Regional Express.
•Analyze system-wide art to identify remaining commission opportunities within the Sound Move package.

Changes since 2007: 27k was transferred from Sounder Mukilteo station to Art Program

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	16,292
2008 Proposed Budget (in $ 000)	16,318

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	416	130	255	195	99	0	0	0	1,084
North King County	2,479	2,080	1,277	101	820	0	0	0	6,757
South King County	1,530	584	315	176	1,713	0	0	0	4,319
East King County	1,326	646	242	25	393	0	0	0	2,633
Pierce County	1,062	153	116	0	194	0	0	0	1,525
Total	**6,813**	**3,593**	**2,205**	**497**	**3,219**	**0**	**0**	**0**	**16,318**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
STart Program	6,813	3,593	2,205	497	3,219	0	0	0	16,318
Total	**6,813**	**3,593**	**2,205**	**497**	**3,219**	**0**	**0**	**0**	**16,318**

RESEARCH & TECHNOLOGY

In 2002, the Sound Transit Board approved the "Sound Transit Transit Technology Plan (Motion 2002-11)," which established the goals, objectives and funding limits for a set of technology based initiatives. The purpose of these initiatives is to provide research, funding, and the implementation of new systems to support bus rapid transit type technology applications, next train arrival information for Sounder Commuter Rail, and security technologies among ST facilities and services. Applications have included the expansion of transit signal priority in specific corridors, funding for automated next stop displays next stop annunciation for passengers on ST buses, vehicle location systems and research, automated passenger counting systems, and real-time passenger information at select transit centers and Sounder Stations

Research and Technology staff will continue the implementation of the transit technology initiatives in 2008, as well as the completion of earlier projects identified and approved by the board. The activities that are continuing into next year include the expansion of next arriving vehicle to transit facilities and web application; passenger counting technologies for Sounder Commuter Rail; the continued implementation of Transit Signal Priority to Sound Transit bus routes in Redmond and Snohomish County; the expansion of CCTV to the Kent and Auburn Garages; and completion of a technical study for providing high bandwidth WiMax technology to Sounder passenger cars for customer internet use and train data communications.

In 2007, the Research and Technology Program underwent an organizational change and was moved from the Office of Policy, Planning, and Public Affairs to Finance and Information Technology Department in order to accelerate the implementation of programmed initiatives and projects, and to better integrate with Information Technologies staff, systems, and applications.

Research and Technology Budget
2008 Budget Summary

	Proposed 2008 Budget	Proposed 1997-2016 Budget
Operating Budget	$ 150,874	$ 3,801,830
Capital Budget	877,294	6,364,852
Total	***$ 1,028,168***	***$ 10,166,682***

Budget Changes for Research and Technology

The total combined 1997-2009 lifetime operating and capital budget of $10.2 million for Research and Technology is $2.6 million less than the Adopted 2007 Budget lifetime budget due to a transfer of capital budget to fund a portion of the King County Metro and Community Transit ST Express Mobile Communication Projects.

The proposed budget for capital expenditures in 2008 of $877 thousand is $377 thousand more than last year's Adopted 2007 Budget of $500 thousand primarily due to the Corridor Transit Technology Initiative moving into the installation phases in 2008. The Proposed 2008 operating budget of $150 thousand is $10 thousand more than last year's level of $161 thousand.

Agency Operations

Project

410 Research & Technology

Description

The Research and Technology Program was created to assess, evaluate research, and implement new transit technologies that will improve the effectiveness and efficiency of public transit. In 2007, the Program underwent an organizational change and was moved from the Office of Policy, Planning, and Public Affairs to Finance and Information Technologies in order to accelerate the implementation of programmed initiatives and projects, and to better integrate with Information Technologies staff, systems, and applications.

Activity in 2008 will include the continued implementation of the transit technology initiatives that were part of the board-approved "Sound Transit Technology Plan," as well as the completion of earlier projects identified and approved by the board. Other activities continuing into next year include the expansion of next arriving vehicle to transit facilities and web application; passenger counting technologies for Sounder commuter rail; the continued implementation of Transit Signal Priority to Sound Transit bus routes in Redmond and Snohomish County; the expansion of CCTV to the Kent and Auburn Garages; and completion of a technical study for providing high bandwidth WiMax technology to Sounder passenger cars for customer internet use and train location and data communications.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	9,003
2008 Proposed Budget (in $ 000)	6,365

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Regional Fund	2,968	2,378	877	142	0	0	0	0	6,365
Total	**2,968**	**2,378**	**877**	**142**	**0**	**0**	**0**	**0**	**6,365**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Agency Administration	6	0	0	0	0	0	0	0	6
Pre-Engineering/Env Review	14	0	0	0	0	0	0	0	14
Fare Integration/Research	2,947	2,378	877	142	0	0	0	0	6,345
Total	**2,968**	**2,378**	**877**	**142**	**0**	**0**	**0**	**0**	**6,365**

DEBT SERVICE

As of December 31, 2007, Sound Transit has $764.1 million of long-term bonds outstanding, the proceeds of which are being used to finance construction of capital projects. In December 1998, Sound Transit issued its first series of bonds in the amount of $350 million, with maturity dates from 2006 to 2028. In March 2005, after the board of directors approved Resolution 2005-7 providing for the issuance of new bonds, $423 million in bond proceeds were issued, with maturity dates on the 2005 issue of bonds ranging from 2011 to 2030. The aggregate debt service for the existing bonds is $36.3 million in the Proposed 2008 Budget.

NON-OPERATING EXPENSES

In accordance with generally accepted accounting principles, certain operations costs (insurance claim costs and premiums related to operations, taxes, operating leases and rentals, costs of maintaining facilities which are completed, but not yet in service, depreciation, and amortization) should not be capitalized to projects, but rather expensed.

These accounting principles also require that the agency regularly evaluate the costs that are capitalized. As some of the agency's capital projects have not progressed as rapidly as initially anticipated, more general and administration costs have been expensed than originally planned.

In previous budgets, these costs were identified as "non-capitalizable costs." For 2008, these costs are captured in three non-operating expense categories. This approach will allow the agency to reflect more clearly the true costs of its capital assets once completed.

Non-operating Property Expenses

Expenses in this category relate to non-operational properties, including property purchased for use in agency projects but not yet in construction and property remaining after construction is complete – such as remainders and construction staging areas. These expenses for transit centers, stations, park and ride lots and other operational facilities, budget for these costs are included in the appropriate operational mode's transit operations budget and not in this category. In addition, costs of preparing excess property for resale, such as surveys, title and other costs are included in this category.

Costs related to operations and maintenance of property include such costs as utilities, property taxes, security, landscaping, cleaning and other management services related to keeping the agency's properties in good condition.

The 2008 budget for non-operating property expenses is $1.36 million.

Donations To Other Governments

Certain projects being built in the Sound Transit capital program are intended to belong to other governmental agencies when completed. Examples of these projects include HOV ramps being built in WSDOT right of way and other projects in which Sound Transit is a partial funding partner and a city or county agency is acting as project lead. Authorization to expend ST funds to design and build these projects occurs in the capital program. However, as these projects are completed and put into service, accounting principles require Sound Transit to record the donation of these projects to the agency as an expense in the year that the transfer occurs.

The 2008 budget for donations to other Governments is $41.8 million.

Other Non-operating Project Expenses

The 2008 budget for non-operating project expenses not captured in the two categories above is $5.2 million.

Non-Operating Expenses
2008 Budget Summary

	2007 Current Budget	2008 Proposed Budget
Non-operating Property Expense	1,636,381	$ 1,359,282
Other Non-operating Project Expenses	6,327,214	5,155,396
Subtotal	***$ 7,963,595***	***$ 6,514,678***
Contributions to Other Governments	76,000,000	41,873,596
Total Non-Operating Expenses	***$ 83,963,595***	***$ 48,388,274***

Agency Operations

Project

001 Agency Administration

Description

This budget item is the cost of Sound Transit staff administration capital. Only those items that meet the current accounting capitalization threshold of $5,000 per item are included here. All of these items are funded out of the Regional Fund.

The Proposed 2008 Budget for Agency Administration Capital includes a forecast for 2007 activity that is lower than the Adopted 2007 Budget. Staff will manage expenditures for 2007 to the lower figure. Budget has also been added for period 2009 through 2016, consistent with the finance plan, to fund this program through the end of Sound Move capital construction.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	16,574
2008 Proposed Budget (in $ 000)	23,578

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Regional Fund	14,730	702	1,227	865	865	865	865	3,460	23,578
Total	**14,730**	**702**	**1,227**	**865**	**865**	**865**	**865**	**3,460**	**23,578**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Office Furniture	2,263	0	0	0	0	0	0	0	2,263
Fleet - Automobiles	1,030	0	0	0	0	0	0	0	1,030
Computer Equipment	4,220	308	162	0	0	0	0	0	4,690
ERP System	4,432	0	0	0	0	0	0	0	4,432
Computer Software	2,226	344	1,023	0	0	0	0	0	3,593
Other Office Equipment	557	50	43	0	0	0	0	0	650
Unallocated Budget	0	0	0	865	865	865	865	3,460	6,919
Total	**14,730**	**702**	**1,227**	**865**	**865**	**865**	**865**	**3,460**	**23,578**

Agency Operations

Project

500 Capital Replacement

Description

This project provides funds for a sinking fund contribution to a capital replacement reserve to replace agency capital assets as they wear out and need replacement. These amounts are derived from the Agency's long-term financial plan which generates a capital replacement schedule for all agency assets based on their costs and useful lives.

Summaries

Baseline (in $ 000)	0
2007 Current Budget (in $ 000)	119,416
2008 Proposed Budget (in $ 000)	375,236

Capital Costs

Sub Area	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Snohomish County	0	5,508	5,508	5,508	5,508	5,508	14,437	37,580	79,556
North King County	0	0	0	0	0	0	0	35,055	35,055
South King County	0	0	0	0	0	0	14,099	56,010	70,109
East King County	0	7,650	7,650	7,650	7,650	7,650	5,377	19,638	63,264
Pierce County	0	9,087	9,087	10,490	10,490	10,490	20,638	56,971	127,253
Total	**0**	**22,245**	**22,245**	**23,647**	**23,647**	**23,647**	**54,551**	**205,254**	**375,236**

Capital Cost Elements

Cost Element	1997-2006	2007	2008	2009	2010	2011	2012	Future	Total
Contingency	0	22,245	22,245	23,647	23,647	23,647	54,551	205,254	375,236
Total	**0**	**22,245**	**22,245**	**23,647**	**23,647**	**23,647**	**54,551**	**205,254**	**375,236**

APPENDIX A

SOUND TRANSIT STAFFING PLAN

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Sound Transit 2008 Staffing Plan

	Filled At End of June 07	2007 Adopted	Current Staffing Plan	2008 Proposed	Change to Current
Corporate					
Executive					
CEO's Office	2.00	2.00	2.00	3.00	1.00
Diversity Program	3.00	5.00	6.00	8.00	2.00
Quality Assurance	6.00	-	7.00	8.00	1.00
Safety	4.00	-	5.00	6.00	1.00
Safety Security and QA Manager's Office	-	-	1.00	2.00	1.00
Security	2.00	-	2.00	2.00	-
Executive Total	**17.00**	**7.00**	**23.00**	**29.00**	**6.00**
Finance and Information Technology					
Community Development Fund	1.00	1.00	1.00	0.25	(0.75)
Agency Project Control	1.00	2.00	2.00	2.00	-
Finance and Budget	8.00	7.00	8.00	8.00	-
CFO's Office	3.00	6.00	4.00	4.00	-
Financial Accounting	14.00	21.00	18.00	19.75	1.75
Grants	2.00	2.00	2.00	2.00	-
Information Technology	25.00	23.00	27.00	27.00	-
Risk Management	2.00	2.00	4.00	4.00	-
Treasury & Revenue	2.00	-	4.00	4.00	-
Finance and Information Technology Total	**58.00**	**64.00**	**70.00**	**71.00**	**1.00**
Legal					
Environmental Compliance	6.00	6.00	6.00	6.00	-
General Counsel	13.00	13.00	12.00	12.00	-
Legal Total	**19.00**	**19.00**	**18.00**	**18.00**	**-**
Light Rail					
Civil Engineering	14.00	16.00	15.00	15.00	-
Community Outreach	10.00	11.00	11.00	11.00	-
Construction Management	11.00	13.00	11.00	12.00	1.00
Executive Director's Office	8.00	8.00	8.00	12.00	4.00
Environmental	2.00	2.00	2.00	2.00	-
Project Controls	16.00	16.00	17.00	18.00	1.00
Project Development	10.00	11.00	11.00	11.00	-
Quality Assurance	-	7.00	-	-	-
Systems Engineering	12.00	12.00	12.00	12.00	-
Real Estate	8.00	8.00	9.00	9.00	-
Light Rail Total	**91.00**	**104.00**	**96.00**	**102.00**	**6.00**
Capital Projects					-
Business Services	7.00	12.00	12.00	9.00	(3.00)
Community Connections	6.00	9.00	8.00	8.00	-
Construction Management	4.00	4.00	4.00	4.00	-
Rail Program	5.25	6.25	6.25	5.25	(1.00)
Director's Office	2.00	4.00	4.00	3.00	(1.00)
Transit-Oriented Development	1.00	1.00	1.00	1.00	-
Capital Projects Total	**25.25**	**36.25**	**35.25**	**30.25**	**(5.00)**

Sound Transit 2008 Staffing Plan

	Filled At End of June 07	2007 Adopted	Current Staffing Plan	2008 Proposed	Change to Current
Corporate Services					
Corporate Communications	3.00	3.00	2.00	2.00	-
Creative Services	7.00	7.00	7.00	7.00	-
Gsc/Warehouse	2.00	2.00	2.00	2.00	-
Marketing	9.25	8.25	10.25	10.25	-
Public Art Program	2.00	2.00	2.00	2.00	-
Contracts Management	25.00	26.00	26.00	26.00	-
Human Resources	4.00	5.00	5.00	5.00	-
OPCS Exec Dir Office	1.50	1.50	1.00	1.00	-
Rail Activation	2.00	2.00	2.00	2.00	-
Corporate Services Total	**55.75**	**56.75**	**57.25**	**57.25**	**-**
Transportation Services					
Customer Service and Information	8.60	8.60	8.60	8.60	-
Facilities and Fleet	4.00	8.00	8.00	8.00	-
Link Operations	3.00	3.00	3.00	3.00	-
Property Management	2.00	3.00	3.00	3.00	-
Director's Office	4.00	5.00	5.00	5.00	-
Safety	-	2.00	-	-	-
Security	-	2.00	-	-	-
Scheduling And Planning	3.00	4.00	3.00	3.00	-
Transportation Services Total	**24.60**	**35.60**	**30.60**	**30.60**	**-**
Policy, Planning and Public Affairs					
Board Administration	5.00	5.00	5.00	5.00	-
Government Relations	5.00	5.00	5.00	5.00	-
Media Relations and Public Information	4.50	5.50	5.50	5.50	-
Office Of Policy and Planning	13.75	13.75	12.75	12.75	-
PPPA Executive Director's Office	3.00	2.00	2.00	2.00	-
Policy, Planning and Public Affairs Total	**31.25**	**31.25**	**30.25**	**30.25**	**-**
Corporate Total	**321.85**	**353.85**	**360.35**	**368.35**	**8.00**
Operations					
Accessible Services	2.00	2.00	2.00	2.33	0.33
Sounder Operations	2.00	3.00	3.00	4.33	1.33
Regional Express Operations	2.00	2.00	2.00	2.33	0.33
Tacoma Light Rail Operations	14.50	17.00	17.00	17.00	-
Operations Total	**20.50**	**24.00**	**24.00**	**26.00**	**2.00**
Sound Transit Total	**342.35**	**377.85**	**384.35**	**394.35**	**10.00**

Sound Transit Staffing By Department

	2007 Adopted	Current Staffing Plan	2008 Proposed
Corporate			
Executive			
CEO's Office			
Chief Executive Officer	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
TBD	-	-	1.00
CEO's Office Total	**2.00**	**2.00**	**3.00**
Diversity Program			
Diversity Program Manager	1.00	1.00	1.00
Diversity Technical Advisor	-	1.00	1.00
Diversity Program Specialist	2.00	2.00	4.00
Project Assistant	1.00	1.00	1.00
Project Labor Agreement Specialist	1.00	1.00	1.00
Diversity Program Total	**5.00**	**6.00**	**8.00**
Quality Assurance			
Project Assistant		1.00	1.00
Agency Quality Assurance Manager		1.00	1.00
Quality Assurance Manager		2.00	2.00
Quality Assurance Specialist		2.00	2.00
System Safety and QA Specialist		1.00	2.00
Quality Assurance Total	**-**	**7.00**	**8.00**
Safety			
Construction Safety Manager		1.00	1.00
Construction Safety Specialist		1.00	2.00
Rail Activation Safety Manager		1.00	1.00
Safety Manager		1.00	1.00
Safety Technician		1.00	1.00
Safety Total	**-**	**5.00**	**6.00**
Safety Security and QA Manager's Office			
Admin Assistant		-	1.00
Safety, Security and QA Manager		1.00	1.00
Safety Security and QA Manager's Office Total	**-**	**1.00**	**2.00**
Security			
Project Assistant		1.00	1.00
Security Officer		1.00	1.00
Security Total	**-**	**2.00**	**2.00**
Executive Total	**7.00**	**23.00**	**29.00**
Finance and Information Technology			
Community Development Fund			
Project Coordinator	1.00	1.00	0.25
Community Development Fund Total	**1.00**	**1.00**	**0.25**
Agency Project Control			
Project Manager	1.00	1.00	1.00
Senior Project Control Engineer	1.00	1.00	1.00
Agency Project Control Total	**2.00**	**2.00**	**2.00**
Finance and Budget			
Finance and Budget Manager	1.00	1.00	1.00
Senior Economist	-	1.00	1.00
Senior Finance Analyst	5.00	5.00	5.00
Transportation Finance Planner	1.00	1.00	1.00
Finance and Budget Total	**7.00**	**8.00**	**8.00**

Sound Transit Staffing By Department

	2007 Adopted	Current Staffing Plan	2008 Proposed
CFO's Office			
Administrative Assistant	1.00	1.00	1.00
Administrative Specialist	1.00	1.00	1.00
Deputy Chief Financial Officer	1.00	-	-
Executive Director	1.00	1.00	1.00
Project Assistant	1.00	1.00	1.00
Senior Economist	1.00	-	-
CFO's Office Total	**6.00**	**4.00**	**4.00**
Financial Accounting			
Accountant	4.00	4.00	4.00
Accounting Assistant	3.00	3.00	3.00
Accounts Payable Lead	1.00	1.00	1.00
Administrative Analyst	-	-	0.75
Assistant Controller	1.00	1.00	1.00
Business Reporting Analyst	1.00	1.00	1.00
Compliance Analyst	-	-	1.00
Controller	1.00	1.00	1.00
Financial Accounting Manager	1.00	1.00	1.00
Financial Compliance Analyst	1.00	1.00	1.00
General Accountant	1.00	-	-
Payroll Coordinator	1.00	1.00	1.00
Senior Accountant	3.00	3.00	3.00
Senior Accountant - Revenue	1.00	-	-
Senior Cash and Investment Analyst	1.00	-	-
Senior Finance Analyst	1.00	1.00	1.00
Financial Accounting Total	**21.00**	**18.00**	**19.75**
Grants			
Grants Administrator	1.00	1.00	1.00
Grants Manager	1.00	1.00	1.00
Grants Total	**2.00**	**2.00**	**2.00**
Information Technology			
Business Systems Administrator	2.00	2.00	2.00
Business Systems Analyst	3.00	3.00	3.00
Business Systems Analyst- TVM	1.00	1.00	1.00
Desktop Specialist	1.00	1.00	1.00
Enterprise Applications Administrator	1.00	1.00	1.00
Enterprise Systems Administrator	1.00	1.00	1.00
GIS Coordinator	-	1.00	1.00
I T Business Systems Manager	1.00	1.00	1.00
Information Technology Manager	1.00	1.00	1.00
Integration Engineer	-	1.00	1.00
IT Operations Manager	1.00	1.00	1.00
IT Project Manager	2.00	2.00	2.00
Network Engineer	1.00	1.00	1.00
Project Coordinator	1.00	1.00	1.00
Senior Desktop Specialist	1.00	2.00	2.00
Senior Integration Engineer	1.00	1.00	1.00
Senior IT Project Manager	-	1.00	1.00
Server Engineer	3.00	3.00	3.00
Systems Integration Analyst	1.00	1.00	1.00
Telecommunications Specialist	1.00	1.00	1.00
Information Technology Total	**23.00**	**27.00**	**27.00**

Sound Transit Staffing By Department

	2007 Adopted	Current Staffing Plan	2008 Proposed
Risk Management			
Claims Coordinator	1.00	1.00	1.00
Risk & Claims Analyst	-	1.00	1.00
Risk Manager	1.00	1.00	1.00
Risk Mgmt & Insurance Admin	-	1.00	1.00
Risk Management Total	**2.00**	**4.00**	**4.00**
Treasury & Revenue			
General Accountant	-	1.00	1.00
Senior Finance Analyst	-	1.00	1.00
Assistant Treasurer	-	1.00	1.00
Treasurer	-	1.00	1.00
Treasury & Revenue Total	**-**	**4.00**	**4.00**
Finance & Information Technology Total	**64.00**	**70.00**	**71.00**
Legal			
Environmental Compliance			
Biologist	1.00	1.00	1.00
Environmental Compliance Manager	1.00	1.00	1.00
Project Assistant	1.00	1.00	1.00
Senior Environmental Analyst	1.00	1.00	1.00
Senior Environmental Planner	2.00	2.00	2.00
Environmental Compliance Total	**6.00**	**6.00**	**6.00**
General Counsel			
Administrative Specialist	1.00	1.00	1.00
Deputy General Counsel	1.00	1.00	1.00
General Counsel	1.00	1.00	1.00
Legal Counsel	6.00	6.00	6.00
Paralegal	1.00	1.00	1.00
Project Assistant	2.00	2.00	2.00
Diversity Technical Advisor	1.00	-	-
General Counsel Total	**13.00**	**12.00**	**12.00**
Legal Total	**19.00**	**18.00**	**18.00**
Light Rail			
Civil Engineering			
Architect	2.00	2.00	2.00
CAD Operator	2.00	2.00	2.00
Civil Engineer - CAD	1.00	1.00	1.00
Civil Engineering Manager	1.00	1.00	1.00
Permits Administrator	2.00	2.00	2.00
Civil Engineer	1.00	1.00	1.00
Program Manager	1.00	1.00	1.00
Senior Civil Engineer	3.00	2.00	2.00
Senior Civil Engineer - Rail Line Section	1.00	1.00	1.00
Senior Civil Engineer - Right of Way	1.00	1.00	1.00
Senior Civil Engineer - Traffic	1.00	1.00	1.00
Senior Civil Engineer - Utilities	-	-	-
Civil Engineering Total	**16.00**	**15.00**	**15.00**

Sound Transit Staffing By Department

	2007 Adopted	Current Staffing Plan	2008 Proposed
Community Outreach			
Administrative Assistant	1.00	1.00	1.00
Community Outreach Coordinator	3.00	3.00	3.00
Community Outreach Specialist	5.00	5.00	5.00
Program Manager - Community Outreach	1.00	1.00	1.00
Project Assistant	1.00	1.00	1.00
Community Outreach Total	**11.00**	**11.00**	**11.00**
Construction Management			
Construction Manager	5.00	5.00	5.00
Construction Safety Manager	1.00	-	-
Construction Safety Specialist	1.00	-	-
Deputy Construction Manager	1.00	1.00	1.00
Project Coordinator	1.00	1.00	2.00
Project Manager	1.00	1.00	1.00
QC Specialist	1.00	1.00	1.00
Senior Civil Engineer	1.00	1.00	1.00
Senior Civil Engineer - Utilities	1.00	1.00	1.00
Construction Management Total	**13.00**	**11.00**	**12.00**
Executive Director's Office			
Administrative Assistant	1.00	1.00	2.00
Administrative Specialist	1.00	1.00	1.00
Civil/Systems Integration Manager	1.00	1.00	1.00
Deputy Executive Director - Light Rail	3.00	3.00	3.00
Electrical Engineer	-	-	1.00
Executive Director	1.00	1.00	1.00
Link Chief of Staff	-	-	1.00
Senior Civil Engineer	-	-	1.00
Project Assistant	1.00	1.00	1.00
Executive Director's Office Total	**8.00**	**8.00**	**12.00**
Environmental			
Environmental Planner	1.00	1.00	1.00
Program Manager - Environmental	1.00	1.00	1.00
Environmental Total	**2.00**	**2.00**	**2.00**
Project Controls			
Administrative Assistant	1.00	1.00	1.00
Document Control Coordinator	4.00	4.00	4.00
Project Assistant	1.00	1.00	1.00
Project Control Coordinator	1.00	1.00	1.00
Project Control Manager	1.00	1.00	1.00
Project Control Specialist	7.00	8.00	8.00
Project Manager (Configuration)	1.00	1.00	1.00
Senior Estimator	-	-	1.00
Project Controls Total	**16.00**	**17.00**	**18.00**
Project Development			
Administrative Assistant	1.00	1.00	1.00
Program Manager	1.00	1.00	1.00
Program Manager - Project Development	1.00	1.00	1.00
Project Development Coordinator	2.00	2.00	2.00
Project Manager	6.00	6.00	6.00
Project Development Total	**11.00**	**11.00**	**11.00**
Quality Assurance			
Administrative Assistant	1.00	-	-
Agency Quality Assurance Manager	2.00	-	-
Quality Assurance Manager	1.00	-	-
Quality Assurance Specialist	2.00	-	-

Sound Transit Staffing By Department

	2007 Adopted	Current Staffing Plan	2008 Proposed
System Safety and QA Specialist	1.00	-	-
Quality Assurance Total	**7.00**	**-**	**-**
Systems Engineering			
Administrative Assistant	1.00	1.00	1.00
Engineering Systems Inspector	1.00	1.00	1.00
Senior Systems Engineer	6.00	6.00	6.00
Systems Engineer	3.00	3.00	3.00
Systems Engineering Manager	1.00	1.00	1.00
Systems Engineering Total	**12.00**	**12.00**	**12.00**
Real Estate			
Administrative Analyst	1.00	1.00	1.00
Project Assistant	1.00	2.00	2.00
Project Coordinator	2.00	2.00	2.00
Real Property Manager	1.00	1.00	1.00
Senior Real Property Agent	2.00	2.00	2.00
Senior Real Property Agent - Appraisal	1.00	1.00	1.00
Real Estate Total	**8.00**	**9.00**	**9.00**
Light Rail Total	**104.00**	**96.00**	**102.00**
Capital Projects			
Business Services			
Community Outreach Specialist	1.00	1.00	1.00
Document Control Coordinator	1.00	1.00	1.00
Management Analyst	2.00	2.00	1.00
Program Manager, Business Services	1.00	1.00	1.00
Project Control Coordinator	2.00	2.00	2.00
Project Control Specialist	4.00	4.00	2.00
Project Control Specialist/Scheduler	1.00	1.00	1.00
Business Services Total	**12.00**	**12.00**	**9.00**
Community Connections			
Community Connections Manager	1.00	1.00	1.00
Project Coordinator	2.00	2.00	2.00
Project Development Coordinator	3.00	3.00	3.00
Project Manager	3.00	2.00	2.00
Community Connections Total	**9.00**	**8.00**	**8.00**
Construction Management			
Construction Manager	1.00	1.00	1.00
Project Coordinator	1.00	1.00	1.00
Project Manager	1.00	1.00	1.00
Project Manager - Construction	1.00	1.00	1.00
Construction Management Total	**4.00**	**4.00**	**4.00**
Rail Program			
Program Manager - Railroad	1.00	1.00	1.00
Project Coordinator	1.00	1.00	1.00
Project Development Coordinator	1.00	1.00	1.00
Project Manager	3.25	3.25	2.25
Rail Program Total	**6.25**	**6.25**	**5.25**

Sound Transit Staffing By Department

	2007 Adopted	Current Staffing Plan	2008 Proposed
Director's Office			
Administrative Assistant	1.00	1.00	1.00
Administrative Specialist	1.00	1.00	1.00
Capital Projects Director	1.00	1.00	1.00
Project Assistant	1.00	1.00	-
Director's Office Total	**4.00**	**4.00**	**3.00**
Transit-Oriented Development			
TOD Project Manager	1.00	1.00	1.00
Transit-Oriented Development Total	**1.00**	**1.00**	**1.00**
Capital Projects Total	**36.25**	**35.25**	**30.25**
Corporate Services			
Corporate Communications			
Administrative Specialist	1.00	1.00	1.00
Corporate Communications Officer	1.00	1.00	1.00
External Relations Specialist	1.00	-	-
Corporate Communications Total	**3.00**	**2.00**	**2.00**
Creative Services			
Creative Services Manager	1.00	1.00	1.00
Graphic Design Specialist	3.00	3.00	3.00
Graphic Designer	1.00	1.00	1.00
Project Assistant	1.00	1.00	1.00
Video Production Specialist	1.00	1.00	1.00
Creative Services Total	**7.00**	**7.00**	**7.00**
Gsc/Warehouse			
General Services Center Assistant	1.00	1.00	1.00
General Services Center Coordinator	1.00	1.00	1.00
Gsc/Warehouse Total	**2.00**	**2.00**	**2.00**
Marketing			
Communications Specialist	2.50	2.50	2.50
External Relations Specialist	-	1.00	1.00
Marketing Manager	1.00	1.00	1.00
Marketing Specialist	1.00	2.00	2.00
Project Coordinator	2.75	2.75	2.75
Web Developer	1.00	1.00	1.00
Marketing Total	**8.25**	**10.25**	**10.25**
Public Art Program			
Project Coordinator	1.00	1.00	1.00
Public Art Program Administrator	1.00	1.00	1.00
Public Art Program Total	**2.00**	**2.00**	**2.00**
Contracts Management			
Administrative Assistant	2.00	2.00	2.00
Contracts Administrator	6.00	6.00	6.00
Contracts Assistant	7.00	7.00	7.00
Contracts Manager	1.00	1.00	1.00
Cost/Price Analyst	1.00	1.00	1.00
Lead Contracts Administrator	4.00	4.00	4.00
Project Coordinator	1.00	1.00	1.00
Senior Contracts Administrator	4.00	4.00	4.00
Contracts Management Total	**26.00**	**26.00**	**26.00**

Sound Transit Staffing By Department

	2007 Adopted	Current Staffing Plan	2008 Proposed
Human Resources			
Human Resource Manager	1.00	1.00	1.00
Human Resources Generalist	1.00	1.00	1.00
Project Assistant	1.00	1.00	1.00
Senior Human Resources Generalist	2.00	2.00	2.00
Human Resources Total	**5.00**	**5.00**	**5.00**
OPCS Exec Dir Office			
Executive Director	1.00	1.00	1.00
Senior Manager - Special Projects	0.50	-	-
OPCS Exec Dir Office Total	**1.50**	**1.00**	**1.00**
Rail Activation			
Administrative Assistant	1.00	1.00	1.00
Startup Manager	1.00	1.00	1.00
Rail Activation Total	**2.00**	**2.00**	**2.00**
Corporate Services Total	**56.75**	**57.25**	**57.25**
Transportation Services			
Customer Service and Information			
Administrative Assistant	2.00	2.00	2.00
Customer Service & Accessibility Manager	1.00	1.00	1.00
Customer Service Specialist	1.00	1.00	1.00
Info Center Specialist	0.60	0.60	0.60
Project Assistant	3.00	3.00	3.00
Project Coordinator	1.00	1.00	1.00
Customer Service and Information Total	**8.60**	**8.60**	**8.60**
Facilities and Fleet			
Facilities Maintenance Specialist	2.00	2.00	2.00
Facilities Manager	1.00	1.00	1.00
Facilities Project Manager	1.00	1.00	1.00
Project Assistant	1.00	1.00	1.00
Project Coordinator	2.00	2.00	2.00
Project Development Coordinator	1.00	1.00	1.00
Facilities and Fleet Total	**8.00**	**8.00**	**8.00**
Link Operations			
Program Manager	1.00	1.00	1.00
Project Manager Facilities & ROW	1.00	1.00	1.00
Project Manager Ops & Planning	1.00	1.00	1.00
Link Operations Total	**3.00**	**3.00**	**3.00**
Property Management			
Assistant Property Manager	1.00	1.00	1.00
Project Coordinator	1.00	1.00	1.00
Property Manager	1.00	1.00	1.00
Property Management Total	**3.00**	**3.00**	**3.00**
Director's Office			
Administrative Assistant	1.00	1.00	1.00
Administrative Specialist	1.00	1.00	1.00
Deputy Director - Transportation Services	1.00	1.00	1.00
Project Coordinator	1.00	1.00	1.00
Transportation Services Director	1.00	1.00	1.00
Director's Office Total	**5.00**	**5.00**	**5.00**
Safety			
Safety Manager	1.00	-	-
Safety Technician	1.00	-	-
Safety Total	**2.00**	**-**	**-**

Sound Transit Staffing By Department

	2007 Adopted	Current Staffing Plan	2008 Proposed
Security			
Administrative Specialist	1.00	-	-
Security Officer	1.00	-	-
Security Total	**2.00**	**-**	**-**
Scheduling And Planning			
Community Outreach Specialist	1.00	-	-
Program Manager	1.00	1.00	1.00
Project Manager	2.00	2.00	2.00
Scheduling And Planning Total	**4.00**	**3.00**	**3.00**
Transportation Services Total	**35.60**	**30.60**	**30.60**
Policy, Planning and Public Affairs			
Board Administration			
Board Administrator	1.00	1.00	1.00
Board Coordinator	2.00	2.00	2.00
Project Assistant	1.00	1.00	1.00
Records Management Coordinator	1.00	1.00	1.00
Board Administration Total	**5.00**	**5.00**	**5.00**
Government Relations			
Government and Community Relations Manager	1.00	1.00	1.00
Government and Community Relations Specialist	2.00	2.00	2.00
Government Relations Specialist (Local)	1.00	1.00	1.00
Government Relations Specialist (State)	1.00	1.00	1.00
Government Relations Total	**5.00**	**5.00**	**5.00**
Media Relations and Public Information			
Communications Specialist	1.50	1.50	1.50
Media Relations & Public Info. Manager	1.00	1.00	1.00
Media Relations Specialist	1.00	1.00	1.00
Project Coordinator	1.00	1.00	1.00
Project Manager - ST2 Communications	1.00	1.00	1.00
Media Relations and Public Information Total	**5.50**	**5.50**	**5.50**
Office Of Policy and Planning			
Administrative Specialist	1.00	1.00	1.00
Chief Policy & Planning Officer	1.00	1.00	1.00
GIS Coordinator	1.00	-	-
Policy Analyst	1.00	1.00	1.00
Policy and Planning Manager	1.00	1.00	1.00
Project Assistant	1.00	1.00	1.00
Project Coordinator	1.00	1.00	1.00
Project Manager	2.75	2.75	2.75
Senior Planner	3.00	3.00	3.00
ST2 Program Manager	1.00	1.00	1.00
Office Of Policy and Planning Total	**13.75**	**12.75**	**12.75**
PPPA Executive Director's Office			
Administrative Specialist	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
PPPA Executive Director's Office Total	**2.00**	**2.00**	**2.00**
Policy, Planning and Public Affairs Total	**31.25**	**30.25**	**30.25**
Corporate Total	**353.85**	**360.35**	**368.35**

Sound Transit Staffing By Department

	2007 Adopted	Current Staffing Plan	2008 Proposed
Operations			
Accessible Services			
Project Assistant	1.00	1.00	1.00
Project Manager	1.00	1.00	1.00
Project Coordinator	-	-	0.33
Accessible Services Total	**2.00**	**2.00**	**2.33**
Sounder Operations			
Program Manager - Transportation Services	1.00	1.00	1.00
Project Assistant	1.00	1.00	1.00
Project Coordinator	-	-	0.33
Project Manager	1.00	1.00	1.00
Project Manager Vehicle Compliance	-	-	1.00
Sounder Operations Total	**3.00**	**3.00**	**4.33**
Regional Express Operations			
Bus Operations Manager	1.00	1.00	1.00
Project Coordinator	1.00	1.00	1.33
Regional Express Operations Total	**2.00**	**2.00**	**2.33**
Tacoma Light Rail Operations			
Assistant Operations Manager	1.00	1.00	1.00
LRV Operator	8.00	8.00	8.00
LRV Technician	3.00	3.00	3.00
Operations Manager	1.00	1.00	1.00
Operations Supervisor	3.00	3.00	3.00
Project Assistant	1.00	1.00	1.00
Tacoma Light Rail Operations Total	**17.00**	**17.00**	**17.00**
Operations Total	**24.00**	**24.00**	**26.00**
Sound Transit Total	**377.85**	**384.35**	**394.35**

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APPENDIX B

SUPPLEMENTAL INFORMATION

SUPPLEMENTAL INFORMATION

Allocation and capitalization methodology

Approximately 64 percent ($38.4 million) of the staff operating budget of $60.2 million is allocated either to capital projects, transit operations, or is a general and administration expense. The remaining 36 percent ($21.8 million) represents the net staff operating budget for the agency. These costs are summarized in the table below.

Allocation of Operating Staff Budgets

	Total Staff Operating Budgets	Allocated Costs	Net Staff Operating Budgets
Corporate Departments	$ 36,498,936	$ 18,813,448	$ 17,685,488
Project Delivery & Service Delivery	21,527,531	19,537,093	1,990,438
Depreciation	2,125,308	-	2,125,308
	$ 60,151,776	***$ 38,350,541***	***$ 21,801,235***

The Proposed 2008 Budget allocates about 51 percent of corporate department costs to the capital projects and transit operations. These costs are distributed by an activity-based allocation model that utilizes activity drivers to distribute costs to departments based on their use of the service or resource. For example, a portion of accounting's costs is distributed to modal departments based on the relative share of total agency invoices that were processed for that department. Transportation Services, with 25 percent of the agency's invoices for a given period, would be assigned 25 percent of the costs of the accounting unit. Each division is reviewed for appropriate drivers to allocate their costs and examples of other activity drivers include: direct wages, computer users, and square footage of space occupied. For budgeting purposes, these activity drivers are estimated for the coming year. The actual expenses are ultimately allocated based on actual activity drivers which are updated at the end of the year.

Budget for costs allocated from corporate departments to capital projects and transit services are included in the departments' capital and operating budgets. These budgets are calculated based on projections of the costs for each within the agency's long-term administrative cost forecast model. The costs assigned to capital projects are "capitalized"—captured as part of the capital projects' total costs and depreciated over the life of the capitalized project. Miscellaneous capital outlays (such as computers and small equipment) are recorded as Regional Fund fixed assets, even if the costs are incurred by a modal department.

Capitalization

It is the policy of Sound Transit to capitalize costs for items that cost more than $5,000 and have useful lives that are greater than one year. Such costs are capitalized into fixed asset accounts within the balance sheet and depreciated over their useful lives. Sound Transit's balance sheet contains separate accounts for fixed assets as described by the Washington State Budget and Accounting Reporting System. Fixed assets are tracked through the agency's enterprise resource planning system, and are reconciled by asset account. Expenditures for capital projects under construction are reported on the balance sheet in a construction in progress account. When construction is completed and the asset placed in service, the asset will then be recorded as a fixed asset and associated depreciation will be recorded.

The Proposed 2008 Budget records all debt service payments as non-departmental operating expenses so that total debt service payments are identifiable. It then allocates a portion of those debt service payments as capitalized interest to capital projects in proportion to the agency's annual capital spending s a percentage of outstanding debt, consistent with generally accepted accounting principles.

The Proposed 2008 Budget contains $48.4 million in non-capitalizable subarea costs. These costs are associated with capital programs, but under generally accepted accounting principles cannot be treated as capital outlays and must be expensed. These costs include leases, rent, taxes, some insurance items, specific project management consulting services, and project write-offs and contributions to other governments.

Subarea financial structure, allocations, borrowing, and debt allocation

The subarea equity principle is an integral part of the regional transit system approved by the voters in 1996 and is included in *Sound Move's* Appendix B: Financial Policies as adopted in 1996 and amended on April 13, 2006. The subarea principle is defined as "utilizing local tax revenues and related debt for projects and services which benefit generally in proportion to the level of revenues each subarea generates." The financial policies also define Phase 1 as the period in which subarea equity will be evaluated. A determination of whether subarea equity is achieved will occur at the end of Phase 1.

To this end, the agency has developed an accounting system that tracks all transactions, i.e., revenues, expenses, and capital outlays at the subarea level. On an annual basis, management represents the accuracy of the subarea data through an annual agreed upon procedures report issued by the agency's independent auditor in conjunction with the financial and federal audit processes. Additionally, the Washington State Auditor's Office audits the subarea data annually.

The majority of capital, transit operations, and non-capital line of business expenses and revenues are solely attributable to a single subarea. For those transactions that span two or more subareas, the agency has developed a methodology based on *Sound Move's* Appendix A: Detailed Description of Facilities and Costs and Appendix B: Financial Policies as amended. Transactions that require an allocation are based on drivers that are specific to each line of business. These drivers are derived from *Sound Move* assumptions in Appendix A and B and reviewed on an annual basis by independent auditors. Detailed below are the drivers used by each line of business that are interwoven throughout the budget document and incorporated into the agency's financial system for allocating costs between projects and subareas:

Sounder drivers

- *Track Miles:* Examples of transactions allocated by track miles include construction of track and facilities, electrical work on track and lighting and signs pertaining to trackwork.
- *Layover Facilities:* Examples of transactions allocated by the layover facilities rule driver include surveying and mapping, control and signal systems, and construction of track that is associated with layover facilities.

Link drivers (Initial Segment)

- *Total Construction Costs:* Examples of transactions allocated by total construction costs include systemwide support and agency administration costs.
- *Fleet Requirement:* Examples of transactions allocated by fleet requirement include vehicle costs, vehicle maintenance and the operations and maintenance facility costs.
- *Route Miles:* Examples of transactions allocated by route miles include electrification systems and communication systems.

- *Number of Stations:* Examples of transactions allocated by the number of stations include ticket vending machines and signage.

Regional Express drivers

- *Project size:* Examples of transactions allocated by project size include agency administrative costs, allocated administrative consultants and signage.

Transportation Services drivers

- *Vehicles:* Examples of transaction allocated by vehicles include the cost of vehicles and vehicle parts.
- *Train Miles:* Examples of transactions allocated by train miles include the costs of running the trains and any other costs associated with BNSF.
- *Vehicle Miles:* The number of vehicle miles is used as a driver for Sounder and is calculated as the number of rail cars times the number of train miles. This measure is used to allocate costs related to vehicle maintenance and fuel costs.
- *Ticket Vending Machines (TVMs):* Examples of transactions allocated by ticket vending machines include the cost and installation of TVMs and the costs for maintaining those machines.
- *Platform hours:* Examples of transactions allocated by platform hours include bus and operating revenues and expenses.

Inter-subarea Borrowing

In 1999, the Sound Transit Board recognized that inter-subarea borrowing would occur to facilitate efficient cash and debt management. During the 2001 budget process, the board further clarified their inter-subarea borrowing policy to establish borrowing through 2009 for financial planning purposes. Inter-subarea borrowing is deemed needed when a subarea has a negative unrestricted net asset position in any given month and does not have restricted assets to cover the shortfall. Borrowing from other subareas will be proportional based on the lending subareas positive unrestricted nets assets. The borrowing subarea will pay the lending subareas interest at the current Seattle CPI-U rate. Subarea borrowing requirements are evaluated at each month end.

Debt Allocation

Phase 1 of *Sound Move* is forecasted to have approximately $1.6 billion of debt being issued to finance related capital projects. As debt is being issued throughout Phase 1, the debt will be allocated provisionally to each subarea consistent with the forecasted total bond allocation included in the annual updated finance plan. Any changes in provisional allocation will only be done prospectively. At the completion of Phase 1, final debt allocations will be completed based on the cash requirements each year of the Phase 1 program not met by subarea resources. This final debt allocation will establish the permanent subarea bond obligation and debt service requirements for the life of the outstanding debt.

Regional Fund

The Regional Fund is funded proportionately by contributions from the five subareas. *Sound Move* financial policies allow for annual board review of the amount of local taxes to be contributed to the Regional Fund. The policies permit up to 10 percent of local revenues to be distributed to the Regional Fund. Interest earnings (excluding bond proceeds and board-approved repurchase agreements) on all Sound Transit funds are also assigned to the Regional Fund for uses specified within the financial policies.

Sound Move identified agency administration, fare integration, research and technology, and Sound Transit 2 planning as funded elements within the Regional Fund. The Proposed 2008 Budget has a $30.9 million total lifetime budget for these cost elements.

Strategic Acquisition Fund

Resolution 72-1 amended the Sound Transit Financial Polices to include acquisition of certain properties as an authorized use of the Regional Fund Contingency when it is in the best interest of Sound Transit to preserve right-of-way required to implement the regional transportation system. The Strategic Acquisitions fund provides interim funding to purchase properties and the appropriate subarea will reimburse the Regional Fund Contingency for a property acquisition when the property is incorporated into a Board approved project or sold. As of July 31st we have purchased one property for $1.4 Million in the area of the Roosevelt Station in the North Link Alignment.

Reserves

Within the original $3.9 billion (1995$) program cost, *Sound Move* identified $110 million (1995$) for reserves (including bond reserves, operating reserves, and capital replacement reserves) over the 10-year program, allocated by subarea. Contributions to reserves are not an expense or outlay in proprietary fund accounting and, therefore, are not included in the Proposed 2008 Budget. To the extent, however, reserves reflect a current obligation is identified in Sound Transit's year-end financial statements in conformance with generally accepted accounting principles. As part of its commitment to maintain subarea equity, Sound Transit tracks contributions to reserves by subarea.

Sound Move also identified $11 million (YOE$) as a systemwide contingency fund. In the 2002 budget, the board transferred funds to create a new emergency fund that would serve to provide coverage in the event of an uninsured loss. While the agency maintains a comprehensive insurance program, the policies do contain retentions (deductibles) which the agency would have to cover in the event of an insurable loss. In such instances, the board, on a case-by-case basis, would authorize use of the Emergency Fund.

During 2003, as part of the board action on Smart Card, $19.9 million (YOE$) was moved from Regional Fund programs into a Regional Fund contingency account. In 2006 the Board adopted a strategic property acquisition program in the financial policy 72-1 to be funded out of the Regional Fund contingency. To date, two actions have been authorized by the board: North Link-Roosevelt Station and staging area and Airport Link – South 200th. Once these properties have closed actual amounts will be identified out of the Regional Fund contingency.

Emergency Account & Contingency Funds

(in YOE $000s)

	2007 Lifetime Budget	2008 Lifetime Budget
Systemwide Contingency	$ 3,072	$ 3,072
Emergency Fund	7,928	7,928
Regional Fund Contingency	19,900	18,500
Strategic Acquisition Fund		1,400
Total	***$ 30,900***	***$ 30,900***

** these are Balance Sheet accounts, so not included in budget numbers*

Status of Debt

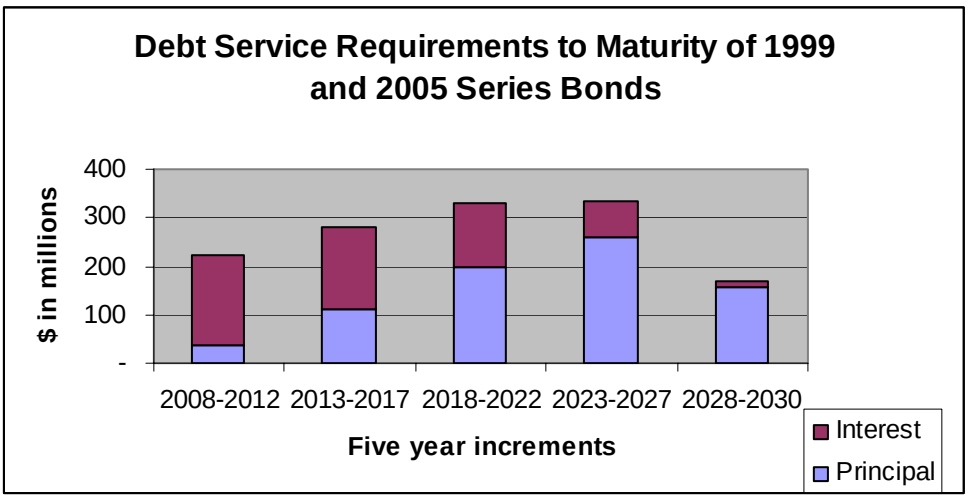
The *Sound Move* Financial Plan projected expenditures of $5.1 billion in year-of-expenditure dollars for the 10-year period from 1997 through 2007. Of this amount, the plan called for funding $1.39 billion from bond proceeds. In December 1998, Sound Transit issued its first series of bonds in the amount of $350 million, with maturity dates from 2006 to 2028. The Series 1999 bonds are special limited obligations of Sound Transit that are secured by the Motor Vehicle Excise Taxes, Retail Sales and Use Taxes and Rental Car Taxes. In March 2005, Sound Transit issued its second series of bonds in the amount of $423 million, with maturity dates from 2011 to 2030. The Series 2005A bonds are special limited obligations of Sound Transit that are secured by Retail Sales and Use Taxes and Rental Car Taxes. The interest component of the annual debt service payments on the bonds is allocated to capital projects as capitalized interest, consistent with generally accepted accounting principles. For 2007, total projected debt service is $36.3 million, of which $34.5 million is to be capitalized.

Sound Transit anticipates the need of a new debt issuance towards the end of 2007, the size and structure of the new bonds currently under discussion.

Although Sound Transit has no authority to levy property taxes, its debt capacity is determined with reference to the value of taxable property within its service area. Under state law, issuance of bonds payable from any type of taxes is subject to statutory debt limitations. Sound Transit currently is authorized to incur debt in an amount equal to 1-1/2 percent of the value of taxable property within the service area without securing voter approval for bonds. With the approval of 60 percent of the region's voters, Sound Transit may incur aggregate indebtedness of up to 5 percent of the value of taxable property within the service area. Each county assessor in the service area is required to report to Sound Transit annually on the value of the property within its taxing district. From those reports, the agency's current debt capacity, taking account of the 1999 and 2005 bond issues, has been calculated as shown below.

2006 Debt Capacity Status for Sound Transit

2005 assessed valuation for collection of 2006 taxes	$ 331,183,695,249
Maximum nonvoted debt (1.5 percent of assessed valuation)	$ 4,967,755,429
Less: Series 1999, 2005A Bonds and other long-term debt	$ 775,081,145
Nonvoted debt capacity remaining	*$ 4,192,674,284*
Maximum voted debt (5 percent of assessed valuation)	$ 16,559,184,762
Less: Series 1999, 2005A Bonds and other long-term debt	$ 775,081,145
Voted debt capacity remaining	*$ 15,784,103,618*



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APPENDIX C

PERFORMANCE MEASURES

Performance Statistics Discussion

Systemwide Performance Management Program

Sound Transit is designing an outcome-based performance management system to monitor progress towards accomplishing our goals. The Service Delivery Quarterly Performance Report to the CEO was established as a means of helping to establish the baseline framework for evaluating existing agency and departmental goals, objectives, and performance measures relative to the agency's service delivery vision. Now finishing its third year, the quarterly report has been an integral way for the department to communicate its performance to the rest of the Agency as well as the public.

The report content and form were informed by a preliminary review conducted by TSD staff of industry practices for performance reporting, such as the guidelines and criteria developed by the Association of Government Accountants. Numerous transit and other public agency management and performance reports were also reviewed.

Performance Measures and Standards

The performance measures that are presented here and that are reported on in the quarterly report are coordinated with the Transportation Services scorecard as well as the Agency scorecard as described in the Sound Transit Agency Review (STAR) section of the budget. They were selected by the department's management based on industry practices for transit performance, are consistent with National Transit Database requirements, and take into account recommendations from the 2004 performance audit of ST Express bus operations.

Efficiency and effectiveness measures that are reported on quarterly include:

- Ridership
- Percent of scheduled trips operated
- Boardings per revenue vehicle hour
- Boardings per trip or train
- Cost per boarding

Service quality measures that will be reported on quarterly include:

- On-time performance
- Customer complaints
- Preventable accidents

Performance Statistics - Systemwide

	2005 Actuals	2006 Actuals	2007 Budget	2008 Budget	% Change
Service Consumed					
Total Boardings	10,968,979	12,256,022	12,787,672	13,493,000	5.5%
Average Weekday Boardings	37,509	42,736	44,194	46,745	5.8%

Sounder Commuter Rail Transit Operations - Performance Statistics

	2005 Actuals	2006 Actuals	2007 Budget	2008 Budget	% Change
SUMMARY DATA					
Service Provided[1]					
Revenue Vehicle Hours Operated	14,201	16,095	17,994	28,169	56.5%
Revenue Vehicle Miles Operated	533,047	618,808	702,356	1,098,571	56.4%
Trips Operated	2,703	3,116	3,479	5,141	47.8%
Service Consumed					
Total Boardings	1,268,291	1,692,971	1,829,786	2,100,000	14.8%
Average Weekday Boardings	4,565	6,310	6,965	7,500	7.7%
PERFORMANCE MEASURES					
Total Boardings/Revenue Vehicle Hour	89	105	102	75	-26.7%
Total Boardings/Trip	469	543	526	408	-22.3%
Percentage of Scheduled Trips Operated	99.9%	99.5%	99.5%	99.5%	0.0%
Cost/Revenue Hour	$ 1,482.36	$ 1,414.63	$ 1,545.69	$ 1,112.68	-28.0%
Cost/Revenue Mile	$ 39.49	$ 36.79	$ 39.60	$ 28.53	-28.0%
Cost/Boarding	$ 16.60	$ 13.45	$ 15.20	$ 14.93	-1.8%
On-time Performance[2]	97%	95%	95%	95%	0.0%
Complaints (Percent of boardings)[3]	0.04%	0.03%	0.03%	0.03%	0.0%
Preventable Accidents per 1,000,000 total miles[4]	0	0	<1	<1	0.0%
Operating costs (less depreciation and contingency)	$ 21,051,025	$ 22,768,476	$ 27,813,138	$ 31,343,016	12.7%

Notes

(1) Service at the end of 2007 will be six round trips on the South line and three round trips on the North line. Service will be at 13 round trips at 100% of buildout. Two additional trips in the South and one additional trip in the North are budgeted to be added in September 2008.

(2) Standard is 95%, defined as having the average of all trains in a month arriving at terminus within seven minutes of schedule at least 19 out of 20 trips.

(3) The standard is less than.05% of total boardings, based on the Performance Standards from the ST Express bus service agreements.

(4) A preventable accident is defined as an accident in which the operating employee(s) failed to do everything reasonable to prevent it. For Sounder, the standard is less than or equal to 1.0 per 1,000,000 total miles.

Tacoma Link Light Rail Transit Operations - Performance Statistics

	2005 Actuals	2006 Actuals	2007 Budget	2008 Budget	% Change
SUMMARY DATA					
Service Provided					
Service Hours Operated[1]	9,610	9,979	9,878	9,878	0.0%
Service Miles Operated	96,314	96,118	95,550	95,550	0.0%
Trips Operated	60,201	60,394	60,283	60,283	0.0%
Service Consumed					
Total Boardings	884,895	885,397	848,426	893,000	5.3%
Average Weekday Boardings	2,547	2,967	2,835	2,995	5.6%
PERFORMANCE MEASURES					
Total Boardings/Service Hour	92	89	86	90	5.3%
Total Boardings/Trip	15	15	14	15	5.3%
Percentage of Scheduled Trips Operated	100%	98.5%	98.5%	98.5%	0.0%
Cost/Service Hour	$ 292.22	$ 293.55	$ 360.51	$ 367.98	2.1%
Cost/Service Mile	$ 29.16	$ 30.48	$ 37.27	$ 38.04	2.1%
Cost/Boarding	$ 3.17	$ 3.31	$ 4.20	$ 4.07	-3.0%
On-time Performance[2]	100.0%	98.5%	98.5%	98.5%	0.0%
Complaints (Percent of boardings)	0.002%	0.001%	0.001%	0.001%	0.0%
Preventable Accidents per 30,000 service miles[3]	0	0	<1	<1	0.0%
Operating costs (less depreciation and contingency)	$ 2,808,244	$ 2,929,367	$ 3,561,109	$ 3,634,918	2.1%

Notes

(1) Service is reported as service hours or miles operated. Revenue hours or miles are not reported as Tacoma Link collects no fares for regular service at this time.

(2) Standard is greater than or equal to 98.5%. A train is late if it a) departs a terminal station more than one minute late or, b) arrives at a terminal station three or more minutes late and is unable to make it's departure time.

(3) A preventable accident is defined as an accident in which the operating employee(s) failed to do everything reasonable to prevent it. For Tacoma Link, the standard is less than or equal to 1.0 per 30,000 service miles. This standard was lowered from one preventable accident per 100,000 service miles to better reflect standard industry practices for light rail.

ST Express Transit Operations - Performance Statistics

	2005 Actuals	2006 Actuals	2007 Budget	2008 Budget	% Change
SUMMARY DATA					
Service Provided					
Revenue Vehicle Hours Operated[1]	418,167	459,939	460,000	465,000	1.1%
Revenue Vehicle Miles Operated	10,254,710	9,834,938	9,900,000	10,000,000	1.0%
Trips Operated	363,489	364,056	375,894	380,000	1.1%
Platform Hours[2]	562,161	582,319	586,164	595,000	1.5%
Service Consumed					
Total Boardings	8,815,793	9,677,654	10,109,460	10,500,000	3.9%
Average Weekday Boardings	30,397	33,459	34,394	36,250	5.4%
PERFORMANCE MEASURES					
Total Boardings/Revenue Vehicle Hour	21.1	21.0	22.0	22.6	2.7%
Total Boardings/Trip	24.3	26.6	26.9	27.6	2.7%
Percentage of Scheduled Trips Operated	99.97%	99.80%	99.80%		-100.0%
Cost/Revenue Hour	$ 136.89	$ 137.27	$ 152.46	$ 169.23	11.0%
Cost/Platform Hour	$ 101.83	$ 108.42	$ 119.64	$ 132.25	10.5%
Cost/Boarding	$ 6.49	$ 6.52	$ 6.94	$ 7.49	8.0%
On-time Performance[3]	94%	94%	>93%	>93%	0.0%
Complaints (Percent of boardings)[4]	0.02%	0.02%	<0.05%	<0.05%	0.0%
Preventable Accidents per 100,000 revenue miles[5]	0.81	0.80	< 0.80	< 0.80	0.0%
Operating costs (less depreciation and contingency)[6]	$ 57,243,862	$ 63,136,937	$ 70,130,948	$ 78,690,105	12.2%

Notes

(1) Revenue hours: The aggregation of time during which service is available to carry passengers.

(2) Platform hours: The aggregation of time during which a transit vehicle leaves the operating base, is available for service and returns to the operating base, including layover and deadhead time.

(3) Per the performance standards set in the service agreements with the transit partners, the standard is 90% or higher, defined as no later than 10 minutes of scheduled departure time.

(4) Per the performance standards set in the service agreements with the transit partners, the standard is less than .05% of total boardings.

(5) A preventable accident is defined as an accident in which the operating employee(s) failed to do everything reasonable to prevent it. Per the service agreements, the standard is less than or equal to 0.8 or 1.0 per 100,000 revenue miles during tunnel closure.

(6) Estimated operating costs for ST Express Bus are subject to change, based on the annual cost reconciliation process as specified in the service agreements with Sound Transit's operating partners.

APPENDIX D

FINANCIAL POLICIES

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FINANCIAL POLICIES

As Adopted May 31, 1996

As Amended April 13, 2006

Purpose

The RTA Board adopted an initial framework for the financing of *Sound Move,* by setting local tax rates, focusing on minimal debt financing, requiring conservative projections for federal and state funding, and establishing a definition by which equity will be measured. The Financial Policies reflect the RTA Board's policy intent for implementing the financial framework, for ensuring that the ten-year construction program is completed on time and within budget, and for providing the tools to the Board to appropriately manage toward and respond to future conditions.

Legal Responsibilities

In adopting these Financial Policies, the RTA Board recognizes certain legal responsibilities. Existing state law grants all legislative and policy authority to the RTA Board, and does not allow the Board to abrogate, transfer or delegate such authority to other agencies or to the five subareas within the RTA District. Consequently, all funds collected by or provided to the RTA, including local tax revenues, federal and other government grants, bond proceeds, fare box revenues, interest earnings, and private development revenues, may be disbursed only with approval of the RTA Board. Priorities for disbursements will be determined within the RTA's annual budgetary process, which by law requires a favorable vote by two-thirds of the RTA Board.

Similarly, the RTA Board recognizes that bonds issued by the RTA will be secured by a pledge of repayment through local taxes. When the bonds are issued, the RTA will enter a binding contract with its bondholders that requires a first claim against local tax revenues for repayment. Stated differently, bondholders will have a legal priority to the RTA's local tax revenues, above and beyond any commitment the RTA may wish to make with its subareas that no subarea will pay another subareas' debt. Therefore, these Financial Policies reflect the RTA's commitment to subarea equity while maintaining the flexibility necessary to manage the financing of the system plan on a consolidated basis and within legal constraints.

Equity

Definition of equity

a) Equity will be defined as utilizing local tax revenues and related debt for projects and services which benefit the subareas generally in proportion to the level of revenues each subarea generates. This equity principle will apply to the ten-year system plan as well as all future phases. The Financing Plan for *Sound Move* reflects this equity principle by providing a budget for each of the five RTA subareas, comprised of the subarea's share of local taxes, bonding capacity, farebox proceeds and an assumption for federal funding. The five subareas are defined as Snohomish County, North King County/Seattle, East King County, South King County, and Pierce County. While the Financing Plan will be managed by the RTA Board on a consolidated basis, the RTA will establish an accounting system by which to report individual subarea performance.

b) The RTA Board agrees, therefore, that the facilities, projects and services identified in the adopted Ten-Year System Plan represent a reasonable definition of equity for purposes of satisfying both public policy concerns and statutory requirements. The subarea budgets will serve as the starting point for evaluating the equity principle during the ten-year construction period.

Implementation policy

a) **Subarea budgets**

1. The RTA Financing Plan will provide a budget for each of the five RTA subareas, comprised of the subarea's projected share of local taxes, bonding capacity and farebox proceeds, and an assumption for federal funding, and related expenditures.
2. Local taxes will be allocated to subarea budgets based on actual sales tax and motor vehicle excise tax receipts collected by subarea and within the RTA District. Annual RTA and subarea budgets will incorporate updated forecasts based on these actual receipts. A percent of local taxes from each subarea will be allocated to the Regional Fund to fund system-wide costs (see Regional Fund below).
3. Government funding will be allocated in two ways:
   - Government funding received that is general in scope for facilities and/or services that appear in several subareas will be allocated to subarea budgets proportional to the subareas' percentage share of total RTA local taxes collected and projected.
   - Government funding that is received for a specifically determined facility and/or service will be allocated to the subarea(s) which benefits from the facility and/or service.
4. Miscellaneous revenues, such as those generated through private-public partnerships, advertising and terminal concessions will be allocated to subarea budgets based on subarea investment in the facility and/or service from which the revenue is generated. Because these revenue sources carry a high level of uncertainty, projections will not be included in the adopted Financing Plan or in the original subarea budgets.
5. Bonding capacity will be allocated based on a subarea's ability to repay the debt service after covering operating and maintenance costs, and consistent with the RTA's debt service coverage ratio policy (see Debt financing capacity below).
6. The subarea expenditures will be allocated in terms of the facilities and services to be provided, their projected costs and project contingencies, associated operating costs, debt service, and reserves for debt service, operations and maintenance, and capital replacement. The allocation of expenditures for facilities and services that cross subarea boundaries will be made by the RTA Board with consideration to subarea benefits and priorities.

b) ***Monitoring function***

1. The RTA will establish an accounting system by which to report performance against subarea budgets. This monitoring and reporting function will be incorporated into the RTA's annual budgeting process.
2. The RTA will establish an independent audit function to oversee its monitoring and reporting of subarea budgets.
3. The RTA will appoint a citizen oversight committee to monitor RTA performance (see Public accountability below).

c) ***Adjustments to subarea budgets***

1. The RTA will establish a process by which subarea budgets can be adjusted, based on current revenue and expenditure forecasts. Since the subarea budgets will be included within the RTA's general budget, adjustments to subarea budgets will occur every year as a step in the RTA's annual budget adoption, which requires a two-thirds favorable vote of the RTA Board. Adjustments to subarea budgets can include additional priority projects and/or services within that subarea should funding be available. This adjustment process recognizes that some fluctuation in revenues and expenditures against forecasts will occur.
2. For those cases where a subarea's actual and projected expenditures exceed its actual and projected revenues and funding sources by 5 percent or greater, and/or where unforeseen circumstances occur which would result in an inability to substantially complete projects within such subarea's plan, the RTA Board shall take one or more of the following actions:
   - Correct the shortfall through use of such subarea's uncommitted funds and/or bond capacity which is available to the subarea; and/or
   - Scale back the subarea plan or projects within the plan to match a revised budget; and/or
   - Authorize a vote of the RTA district on a revised ballot measure.

Regional Fund

Funding sources

The RTA will establish a regional fund that will be funded through a percent of local tax revenues contributed by each of the five subareas and interest earnings. The percent of local tax to be contributed will be set in the adopted Financing Plan, and then reviewed and set annually through the RTA budget process. It will not exceed ten percent per year during the ten-year system plan period.

Uses for regional fund

The regional fund will be used to fund system-wide elements. These elements include:

a) The RTA's fare integration program.

b) The RTA agency administration, including:
   - Research and development of new technology;
   - Planning and environment analysis for a future capital program.

c) Contingencies that may occur due to shortfalls in actual revenues collected or funding obtained, and/or overruns in actual expenditures relative to cost estimates provided that the

funding of such contingencies shall not diminish the RTA's ability to fully implement its fare integration program.

d) Strategic Property Acquisition Program to provide interim funding to purchase properties required to preserve right-of-way. The regional fund shall be reimbursed for a property acquisition when the property is incorporated into a Board approved budgeted project or is sold.

Debt Financing Capacity

Legal definition of RTA debt financing capacity

a) The RTA's enabling legislation defines the RTA's capacity for issuing general obligation debt at one and one-half percent of the value of the taxable property within the boundaries of the RTA District (and with approval of three-fifths of voters voting with the RTA District, up to five percent of the value of the taxable property within the district's boundaries). There is no dollar limit for revenue indebtedness.

b) However, through the following policies, the RTA will implement a substantially more conservative use of debt financing.

Calculation of debt financing capacity

The RTA recognizes that its future bondholders will hold first claim against its local sales tax and motor vehicle excise tax revenues as the pledged sources for repayment. However, the RTA's debt financing capacity will be calculated on a more conservative basis, by evaluating all revenues and deducted total operating expenses for net revenues available for debt service.

Debt service coverage ratio policy

a) The RTA further recognizes the importance of a conservative debt service coverage ratio, both to insure a conservative use of debt and to secure favorable financing costs.

b) For planning purposes, the RTA's debt service coverage ratio policy will be set at an average coverage ratio of 2.0x for net revenues over annual debt service costs, not to fall below 1.3x in any single year. Prior to bond issuance, the RTA will establish the appropriate debt service coverage ratio to incorporate into its bond covenants.

Uses of debt financing

a) Debt financing in the context of the ten-year construction program covers two distinct types of borrowing, the first related to long term debt financing, and the second related to short term debt financing.

b) Short-term debt financing (with terms of ten years or less) is expected to be used primarily to bridge the gap between the necessary timing of expenditures and the anticipated receipt of revenues.

c) The use of long term financing (with terms of more than ten years) is expected to be limited to capital and related costs for portions of the program that have a useful life in excess of the term of the debt. Long-term financing should be preserved for those aspects of the program for which other sources of funds are not likely to be available (e.g., due to timing or eligibility constraints) or for which a local match is required to access such source of funds.

d) The RTA will reserve a portion of its legal debt financing capacity to provide a potential funding source by which to address unforeseen circumstances. This reserve is defined at five percent of the capital costs reflected in the ten-year construction program.

Allocation of RTA debt capacity to subareas

a) The amount of long-term debt financing used to benefit each of the subareas will be based on each subarea's ability to repay debt after covering operating costs.

b) While the above policy prescribes the use of debt financing within subarea budgets, the RTA Board will manage the agency's debt capacity on a consolidated basis.

Debt management guidelines

The RTA Board has established, and will maintain, specific guidelines for managing the authority's debt use.

Setting Priorities for Expenditures

Based on the ten-year system plan, the RTA will develop a six year capital improvement budget, to be updated every two years as a step in the annual budgeting process and which will require adoption by a two-third favorable vote of the RTA Board. The RTA will establish guidelines for its budgeting process and criteria by which to establish priorities for expenditures.

Public Accountability

To insure that the ten-year construction program development and implementation occurs within the framework and intent of these policies, the RTA will:

a) Conduct an annual comprehensive performance audit through independent audit services;

b) Appoint and maintain for the ten-year construction period a citizens' oversight committee, charged with an annual review of the RTA's performance audit and financial plan, for reporting and recommendations to the RTA Board.

Future Phases

Voter approval requirement

The RTA Board recognizes its authority to fund *Sound Move*'s future operations, maintenance and debt service as well as any future phase capital program through a continuation of the local taxes initially authorized by the voters. However, in its commitment to public accountability, the RTA Board pledges that any second phase capital program which continues local taxes for financing will require approval by a vote of those citizens within the RTA District.

Sales tax rate rollback

Should voter approval for a future phase capital program not be forthcoming, the RTA Board will initiate two steps to roll back the rate of sales tax collected by the RTA.

a) First, the RTA will first initiate an accelerated pay off schedule for any outstanding bonds. Second, the RTA will implement a tax rollback to a level necessary to pay the accelerated schedule for debt service on outstanding bonds, system operations and maintenance, fare integration, capital replacement, and agency cost.

b) Once all debt is retired, the RTA will implement a tax rollback to a level necessary to pay for system operations and maintenance, fare integration, capital replacement and agency administration.

Financial policies review

These Financial Policies will apply to future capital programs. They will be reviewed for applicability prior to any submittal of a future capital program to the RTA District voters.

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APPENDIX E

BUDGET PROCESS

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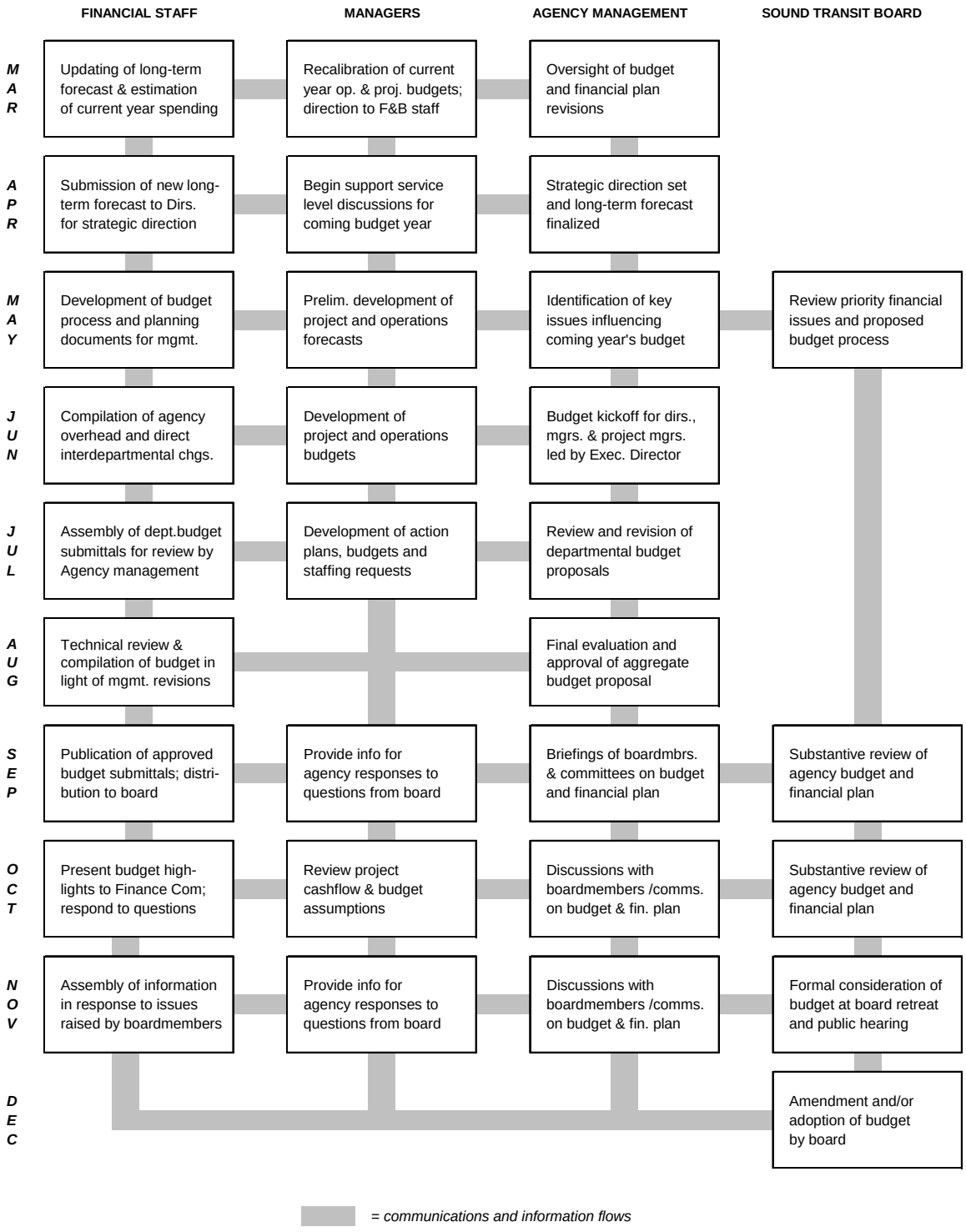
BUDGET PROCESS

Sound Transit's budget process is structured to serve two purposes. Within the agency, development of the budget provides a forum for joint planning of objectives and tasks, with managerial and board review of programs. For the region's citizens and partner agencies, the budget reports on the status of projects and services, detailing the agency's proposed accomplishments and their costs for the coming year.

The internal process is a collaborative and iterative one, with the agency's senior management providing strategic direction and critical review, managers and project managers preparing resource proposals, and financial staff providing technical support for the process. Once the proposed budget and financial plan have been published, the Sound Transit Board and the public provide an external review of project and service proposals from a policy standpoint.

The 2008 budget process is procedurally identical to that of previous years, with preliminary planning beginning in March and with budget adoption scheduled for November or December 2007. Major phases of this process are outlined on the next page.

Sound Transit Budget Process Summary


FINANCIAL STAFF
MANAGERS
AGENCY MANAGEMENT
SOUND TRANSIT BOARD
MAR
Updating of long-term forecast & estimation of current year spending
Recalibration of current year op. & proj. budgets; direction to F&B staff
Oversight of budget and financial plan revisions
APR
Submission of new long-term forecast to Dirs. for strategic direction
Begin support service level discussions for coming budget year
Strategic direction set and long-term forecast finalized
MAY
Development of budget process and planning documents for mgmt.
Prelim. development of project and operations forecasts
Identification of key issues influencing coming year's budget
Review priority financial issues and proposed budget process
JUN
Compilation of agency overhead and direct interdepartmental chgs.
Development of project and operations budgets
Budget kickoff for dirs., mgrs. & project mgrs. led by Exec. Director
JUL
Assembly of dept.budget submittals for review by Agency management
Development of action plans, budgets and staffing requests
Review and revision of departmental budget proposals
AUG
Technical review & compilation of budget in light of mgmt. revisions
Final evaluation and approval of aggregate budget proposal
SEP
Publication of approved budget submittals; distri-bution to board
Provide info for agency responses to questions from board
Briefings of boardmbrs. & committees on budget and financial plan
Substantive review of agency budget and financial plan
OCT
Present budget high-lights to Finance Com; respond to questions
Review project cashflow & budget assumptions
Discussions with boardmembers /comms. on budget & fin. plan
Substantive review of agency budget and financial plan
NOV
Assembly of information in response to issues raised by boardmembers
Provide info for agency responses to questions from board
Discussions with boardmembers /comms. on budget & fin. plan
Formal consideration of budget at board retreat and public hearing
DEC
Amendment and/or adoption of budget by board
= communications and information flows

APPENDIX F

SOUND TRANSIT HISTORY

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SOUND TRANSIT HISTORY

Chronology of Regional Transit Planning in the Central Puget Sound Region

February 1968: Forward Thrust proposal (first ballot). Forward Thrust bond measure dedicated to financing a $1.15 billion Seattle rapid rail and bus transit system fails to receive the required 60 percent supermajority vote.

May 1970: Forward Thrust proposal (second ballot). Bond measure to finance revised $1.32 billion rail and bus system again fails.

May 1972: Metropolitan Area Transit Plan. Puget Sound Governmental Conference adopts an all-bus transit plan in response to the Forward Thrust votes, creating Metro Transit.

March 1981: Regional light rail feasibility study completed. A consultant study for the Puget Sound Council of Governments (PSCOG) assesses the potential use of light rail for heavily used transportation corridors, concluding that rail transit is feasible and warrants detailed evaluation.

March 1982: Regional rail evaluation begins. A 1981 study for the Puget Sound Council of Governments (PSCOG, subsequently renamed Puget Sound Regional Council, or PSRC) concludes that regional rail transit is feasible and warrants detailed evaluation. An extensive evaluation process begins in 1982.

March 1987: Regional Transportation Plan amended to include rail transit. Based on its analyses, PSCOG, the regional planning body, amends its federally required Regional Transportation Plan to incorporate recommendations for rail transit in the north, south and east transportation corridors.

August 1987: Commuter rail deemed feasible for serving South King County. Initial evaluation of using existing railroad tracks to provide commuter rail service in the Green River Valley of South King County concludes such service is feasible and should be analyzed further.

September 1988: King County Advisory Ballot on rail. King County voters approve (by a 2-to-1 margin) an advisory measure calling for accelerated planning to provide starter-rail service by the year 2000. Metro Council responds by voting to accelerate planning for high-capacity transit.

January 1990: Expert review panel created. A state-created independent expert review panel is appointed to review Metro's technical methods and planning assumptions in evaluating high-capacity transit alternatives—a first in transit system planning.

April 1990: High-Capacity Transit Act. Legislature establishes planning criteria, provides funding, and authorizes local-option taxes and implementation mechanisms for high-capacity transit. The Joint Regional Policy Committee (JRPC) is authorized by the legislation to oversee the planning process. Growth Management Act (GMA) is enacted, requiring consistency between land-use and transportation planning.

August 1990: JRPC is formed. An interlocal agreement among the Pierce, King and Snohomish county transit agencies forms the JRPC to coordinate regional transit planning.

October 1990: Vision 2020 links growth and transportation. PSCOG adopts a general regional policy for linking growth strategies and transportation planning.

Spring 1991: Regional Transit Authority (RTA) project. High-capacity transit planning is expanded to include preparing a regional transit system plan as a basis for a financial proposal to put before the voters.

March 1992: RTA is required. The state Legislature calls for creation of a three-county RTA. Sound Transit is to be formed once participating counties adopt a regional transit system plan.

October 1992: Draft Regional Transit Administration System plan/Draft Environmental Impact Statement issued (DEIS). A draft transit system plan and accompanying DEIS are issued for public review and comment.

February 1993: Final EIS issued on regional transit options.

April 1993: Final EIS is approved. Following a two-month comment and appeal period, hearing examiner gives final approval to the environmental impact statement, dismissing two challenges.

May 1993: JRPC adopts Regional Transit System Plan. The JRPC concludes its work by adopting a $13.2 billion transit system plan for the region and recommending formation of a Regional Transit Authority.

July 1993: Three county councils "opt in" to Sound Transit. Snohomish, Pierce, and King County Councils vote to be part of the Regional Transit Plan and create the Regional Transit Authority to implement the plan.

September 1993: Sound Transit is formed. The Central Puget Sound Regional Transit Authority holds its first meeting and begins developing a regional transit system and financing package to submit to voters based on the JRPC-recommended system plan.

October 1994: Sound Transit adopts Regional Transit Master Plan and Phase 1 ballot proposal. Based on the JRPC-recommended system plan, Sound Transit adopts a transit Master Plan for the region, and a $6.7 billion Phase 1 rail and bus transit proposal to take to the ballot.

December 1994: County councils vote to send Sound Transit Phase 1 to the ballot. Following a mandated 45-day review period, the Pierce, King, and Snohomish County Councils vote to continue Sound Transit participation and submit Phase 1 to voters.

March 1995: The public vote: Phase 1 transit system proposal fails. Regional voters turn down the Phase 1 proposal (46.5 percent: yes; 53.5 percent: no).

October 1995: Sound Transit forms advisory panel, targets ballot as early as September 1996. Sound Transit Board calls for formation of a regional advisory panel of civic leaders to help craft a new Phase 1 proposal, and sets a timetable to bring the new proposal before the region's voters as early as September 1996.

November 1995: Sound Transit adopts guiding principles, state Legislative program for new proposal. The Sound Transit Board adopts a set of nine guiding principles clearly defining parameters for developing a new Phase 1 proposal. At the same time, the board agrees to propose legislative changes to clarify and improve its flexibility to address a broader range of transportation needs.

May 1996: Sound Transit Board adopts *Sound Move*, the 10-year Regional Transit System Plan. The board passes Resolution 73 adopting a 10-year regional transit proposal and related appendices along with The Regional Transit Long-Range Vision.

August 1996: Sound Transit sets November 5, 1996, as date for *Sound Move* ballot proposal. The board passes Resolution 75, calling for a November 5 election to implement *Sound Move* by increasing local taxes to fund the local share of the plan cost.

November 1996: The region's voters approve *Sound Move* by 58 to 42 percent. The *Sound Move* transit plan is approved districtwide and wins a majority in the portions of each of the three counties within the Sound Transit District. The vote authorizes a local 0.4% sales tax and 0.3% MVET to finance construction and operation of the regional transit system.

April 1997: Collection of tax revenues begins for *Sound Move.* The state Department of Revenue and Department of Licensing begin collection of the taxes authorized by voters within the RTA District to finance *Sound Move*.

August 1997: "Sound Transit" chosen as popular name for RTA and its services. The RTA Board adopts "Sound Transit" as the popular name for the RTA, and approves the names of "Link" for light rail services, "Sounder" for regional commuter rail service, and "Regional Express" for regional bus services.

September 1997: Sound Transit breaks ground, inaugurates bus service. RTA Sound Transit launches its first transit improvements, partnering with Community Transit to accelerate construction of the new Ash Way Park-and-Ride Lot near Lynnwood, and with Pierce Transit to add 15 daily trips to the highly successful Seattle Express bus routes between Lakewood, Tacoma and Seattle.

February 1998: Negotiations are authorized for the purchase of Regional Express' first vehicle fleet. The Sound Transit Board authorizes negotiations for the purchase of the first Sound Transit vehicles—up to 175 buses for Regional Express service.

March 1998: Sounder commuter rail stations between Tacoma and Seattle identified. Sound Transit Board identifies eight of nine commuter rail stations for Sounder service between Tacoma and Seattle. Selection of a station site in Kent is delayed to allow the city to pursue funding for a parking garage as part of site selection.

June 1998: Seattle's Union Station to become permanent Sound Transit headquarters. After a six-month process, Sound Transit's Finance Committee, with board authorization, selected Seattle's historic Union Station as the site for its permanent corporate headquarters. The agency is to fund building restoration by current owners, and, when completed, will purchase the building for one dollar. Agency relocation is scheduled for the fall of 1999.

July 1998: Routes for Tacoma Link light rail identified. The Sound Transit Board selects alternative routes for analysis in the Draft Environmental Impact Statement for the Tacoma Link light rail line, three route alternatives for the east/west segment, and two alternatives for the north/south segment.

August 1999: First groundbreaking ceremonies held for Sounder commuter rail stations. Ceremonies are held in Auburn and at Seattle's King Street Station to break ground and begin construction of the first Sounder commuter rail stations.

PugetPass, the first regional transit pass, makes its debut. The region's five transit agencies introduce the PugetPass, the first regional transit pass that will be honored by all of the region's transit agencies.

September 1999: ST Express begins new era of regional bus service. The first nine of 18 planned new ST Express bus routes offering limited-stop express service begin regularly scheduled service.

October 1999: Tacoma Link light rail vehicles are purchased. The purchase of three new light rail cars from Inekon Group is authorized for Tacoma Link service, with vehicle delivery slated for October 2001.

November 1999: Washington state voters approve Initiative 695. The state's voters overwhelmingly approve I-695, repealing the state's motor vehicle excise tax based on the value of the vehicle and replacing it with a flat $30 annual fee. Sound Transit's voter-approved local MVET is not directly affected, but the initiative's impacts call into question some financial partnerships for Sound Transit with the state and with local transit agencies.

Sound Transit Board unanimously adopts final route for Central Link light rail. By a unanimous 18 to 0 vote, the Sound Transit Board approves route and station locations for the Central Link light rail system to serve Seattle, Tukwila, and SeaTac. In addition to selecting the 21-mile route from Seattle's University District to a terminus south of Sea-Tac Airport, the board committed to pursue federal and state funding to continue the line an additional three miles north to the

Northgate Transit Center. The board also voted to analyze a new route option suggested by the City of Tukwila.

December 1999: Sounder's first commuter train makes its debut. The first demonstration run of Sounder's first train whisks nearly 400 dignitaries, media and invited guests between Tacoma and Seattle smoothly and quietly at speeds of up to 70 mph. The 40-mile trip is made in 42 minutes.

September 2000: Sounder commuter rail begins serving the public with trains between Tacoma and Seattle. Sounder inaugurates its first service for the public with two trains each direction between Tacoma and Seattle daily, carrying more than 1,100 passengers on its first day in service.

ST Express adds three more routes to its service. Sound Transit's ST Express bus service expands to 13 total routes in operation, adding two routes between Redmond and Seattle and a third route providing direct service between Bellevue and Sea-Tac International Airport.

June 2001: The Sound Transit Board directs staff to study an initial light rail segment. The initial Central Link segment could run from downtown Seattle to perhaps as far south as South 200th Street in SeaTac. By early fall, the board will likely decide about building the initial segment.

July 2001: Notice to Proceed is issued for Tacoma Link construction. Construction of Tacoma Link begins.

November 2001: Sound Transit Board officially agrees to start light rail initial segment. On Nov. 29, the Sound Transit Board officially agreed to the construction of a 14-mile light rail initial segment from downtown Seattle to nearly the Seattle-Tacoma International Airport. Construction is scheduled to begin in 2002 and be completed in 2009.

May 2002: The Sound Transit Board unanimously approved an agreement with the City of Seattle to establish, oversee, and fund the city's portion of the $50 million Community Development Fund for Southeast Seattle.

June 2002: Sound Transit, King County, and the City of Seattle approved an agreement that defines the terms and conditions for the joint operation of trains and buses in the Downtown Seattle Transit Tunnel.

July 2002: Sound Transit submitted an application to the Federal Transit Administration for a $500 million Federal Full Funding Grant Agreement for the construction of Central Link's initial segment.

Sounder commuter rail carries its one-millionth passenger. The commuter rail service reached this major ridership milestone after being in service less than two years.

August 2002: Sound Transit began running special Sunday train service to afternoon football games at Seahawk Stadium. The service became so popular that a second train was added to help carry more passengers.

September 2002: Sound Transit added two bus routes to the ST Express regional bus system, completing the system's full complement of 19 express routes.

On the Sounder commuter train service's two-year anniversary month, the commuter rail expanded its schedule by adding a third train. The new schedule includes a middle morning train, and an earlier afternoon train.

January 2003: Sound Transit and the Port of Seattle announced that they had reached an agreement in principle on how Central Link light rail would connect to the Seattle-Tacoma International Airport. The agreement identifies a shared conceptual vision for a light rail station next to the airport's existing terminal and parking garage, integrated within the Port's updated plans for expanding the airport.

February 2003: The Central Link light rail project was one of the only two projects that received the "highly recommended" rating from the Federal Trade Administration. This gives the project

the highest possible rating under the agency's process for prioritizing applicants for New Starts funding.

March 2003: The Regional Accessibility Transit Guide was the first comprehensive guide to accessible transit, paratransit and Medicaid transportation information for the three-county Central Puget Sound Region. Sound Transit took the lead in assembling the guide with the help of its partner agencies.

April 2003: Sound Transit Board approves participation in Smart Card. Sound Transit joins other transit agencies throughout Central Puget Sound in developing the regional Smart Card technology. Once it's up and operating, the Smart Card will make it easier and more convenient for transit customers to get around.

Ash Way and Lynnwood projects begin groundbreaking. Sound Transit celebrates the groundbreaking of two major transportation improvement projects in Snohomish County. The Ash Way Direct Access ramp will provide transit-only direct access ramps from the Ash Way Park-and-Ride at 164th Street to I-5. The Lynnwood Direct Access ramp connects the Lynnwood Park-and-Ride to I-5.

May 2003: BNSF and Sound Transit announced a term sheet agreement in principle to extend Sounder commuter rail to Everett and Lakewood.

June 2003: Bellevue Direct HOV Access groundbreaking. Sound Transit celebrates the groundbreaking of the Bellevue HOV Direct Access Project. This is the third phase of the project to improve transit access into and through downtown Bellevue. This phase reconstructs the NE 4th Street interchange and builds a new interchange at NE 6th that will connect to the new Bellevue Transit Center and will allow buses and car/vanpools direct access to the HOV lanes on I-405.

July 2003: The Federal Transit Administration officially recommends Sound Transit receive its $500 million federal grant to build the Link light rail initial segment.

Federal Inspector General report recommends Sound Transit. The Transportation Department's Inspector General sends its report to Congress with the assurance that the Link project has turned around the last two years and is ready to receive its federal funding.

August 2003: Tacoma Link begins service. The 1.6-mile Tacoma Link light rail line begins carrying passengers. The Tacoma Link line is the first modern light rail system in the state and is built on time and under budget.

September 2003: The Sounder Tacoma Dome Station platform and concourse opens. The platform and concourse leading to it are located at Freighthouse Square on East 25th Street, across from the Tacoma Dome Station parking garages. The concourse includes rider information and access to Freighthouse Square shops and restaurants.

ST Express regional bus service changes include the extension of ST Express Route 554's weekday service to the new interim Issaquah Highlands Park-and-Ride lot. Other highlights include: a new peak-hour Route 564 that operates between Auburn and Bellevue that serves Kent and Renton; better service on the Route 560 from Bellevue to Sea-Tac International Airport; and the elimination of some low ridership routes and the improvement of other popular routes in Snohomish County.

October 2003: The Federal Transit Administration officially signs a $500 million Federal Full Funding Grant Agreement for construction of the Central Link initial segment.

Sound Transit officially signs two contracts with Kiewit Pacific Company for a combined total of about $94 million to build the Link operations and maintenance base and begin construction of the initial segment line on the E-3 Busway and Forest Street in the SODO District.

The State Supreme Court says that I-776, the Motor Vehicle Excise Tax initiative, is constitutional, overturning a lower court ruling.

November 2003: Dignitaries and leaders from throughout the region, including U.S. Senator Patty Murray, celebrate the groundbreaking for the construction of the Central Link light rail initial segment.

December 2003: Sounder trains begin regular commuter service between Everett, Edmonds, and Seattle on December 21. The service starts with one train in the morning and one in the evening.

The Sound Transit Board unanimously elects John Ladenburg as board chair for a two-year term. The board's new vice chairs are Seattle Mayor Greg Nickels and Everett Councilmember Mark Olson. Ladenburg replaces Ron Sims, who remains on the board.

The NE 4th Street Bridge, which is part of the Bellevue Direct Access Project, opens six months early. The project will help improve transit access and traffic flow along the I-405 corridor in Bellevue.

January 2004: New board members join Sound Transit. The five board members joining Sound Transit are: Fred Butler, Issaquah Deputy Council President; Connie Marshall, Mayor of Bellevue; Larry Phillips, chair of the King County Council; Aaron Reardon, Snohomish County Executive; and Pete von Reichbauer, vice chair of the King County Council. An additional board member from Snohomish County will be named in the future.

February 2004: Contract awarded for MLK construction. The Sound Transit Board approves a contract to begin building light rail in the Rainier Valley between McClellan Street and the Boeing Access Road. The joint venture firm of RCI-Herzog is awarded the contract for $128.3 million, with a 12 percent contingency of $15.3 million.

April 2004: Jack Start, a Mill Creek Councilmember, is appointed as a Snohomish County representative to the Sound Transit Board.

After just eight months of service, the Tacoma Link light rail line passes the half-million ridership mark. Weekday boardings average 2,320, which exceeds ridership projections made for the year 2010.

May 2004: The board directs staff to complete the final Supplemental Environmental Impact Statement for the preferred North Link route and stations. The preferred route stretches north of the Downtown Seattle Transit Tunnel to serve First Hill and Capitol Hill before crossing under Portage Bay near the Montlake Bridge and continuing beneath the eastern edge of the University of Washington's main campus to a station under Brooklyn Avenue at NE 43rd Street. The line will continue north to a station in the Roosevelt neighborhood near NE 65th Street, following either Eighth Avenue Northeast or 12th Avenue Northeast and to a northern terminus station at Northgate.

Sound Transit CEO Joni Earl announces a major agency re-organization that includes a new Transportation Services Department, which combines operations and maintenance and service planning staff from the Tacoma Link, Sounder and Regional Express departments. A new Capital Projects Department consolidates Sounder and Regional Express capital projects and a new Project Delivery Support Services Department consolidates real estate, contracts, diversity, agencywide project control and quality assurance/quality control. The Communications Department moves into the executive department and is re-named the Office of Corporate and Strategic Communications.

July 2004: Light rail construction begins on Martin Luther King Jr. Way South in the Rainier Valley. The first construction activity includes underground utility work, clearing of trees and shrubs to facilitate a wider roadway and demolition of buildings acquired by Sound Transit. The contractor for the Rainier Valley work, RCI-Herzog, is a joint venture firm based in Auburn.

The Sound Transit Board begins giving staff input on the agency's long-range vision and ST2 planning effort. Sound Transit begins to plan an extension of the mass transit system it is currently building and asks the region to help imagine what that system might look like.

August 2004: The first of 22 hybrid electric/diesel buses arrive and is assigned to Route 550. The hybrid buses, which are similar in concept to the hybrid Toyota and Honda cars, run cleaner and quieter than standard diesel buses. They also cut fuel consumption and will be used in downtown Seattle tunnel routes.

First year ridership on the Tacoma Link service completely shatters all expectations by carrying 750,000 passengers. The on-time performance for the first year is more than 98 percent and the trains crossed through intersections on the route over 800,000 times with no reported injuries.

September 2004: Sounder ridership is so strong a seventh car is added to the current six on the northbound Sounder train that leaves Tacoma at 6:45 a.m. and the southbound train that departs King Street Station at 4:45 p.m.

Sound Transit celebrates five years of successful bus and train service with a special week of events. The week includes thanking customers at stations throughout the region, an appreciation lunch for staff and current and past Boardmembers, and a "Wave Fest" celebration at Union Station for Sound Transit, its partners, and the general public.

October 2004: Full-fare PugetPass, FlexPass, and U-Pass cards begin being accepted on select Amtrak trains running between Everett and Seattle. Amtrak tickets also begin being accepted on Sounder commuter trains traveling between Everett, Edmonds and Seattle.

November 2004: The first HOV access lanes in the state open in Lynnwood. The lanes connect the Lynnwood Transit Center directly to I-5, saving time for express bus commuters. The project is completed six months ahead of schedule and under budget, saving a total of up to $5 million.

December 2004: After just a little more than a year of service, the Tacoma Link light rail line carries its one millionth passenger. From the first day of service, Tacoma Link ridership has surpassed all expectations.

The Bellevue Direct Access Project is completed, providing direct access ramps that take buses and carpools directly from I-405 to the Bellevue Transit Center. The cooperative project is the Eastside's single largest transportation improvement project and is completed a year ahead of schedule and about $25 million under the baseline budget.

Sound Transit, the Port of Seattle and the City of SeaTac announce two agreements that lay the groundwork for the extension of light rail to Sea-Tac Airport by the end of 2009. The new light rail Airport Station will include a pedestrian connection directly to the airport's ticket counters.

January 2005: The Sound Transit Board approves building a Link light rail station to serve Safeco Field, Qwest Field, and the north SODO area. The "Stadium" station, which will cost up to $3.7 million, will not increase the initial segment budget.

The Sound Transit Board unanimously picks 12th Avenue as the preferred Roosevelt route and station location for the North Link light rail project. The Roosevelt community supports the 12th Avenue route, which fits into the community's plans for urban development and growth. The route's centralized station location is also easily accessible to Roosevelt's core business community.

February 2005: The Expert Review Panel, which reviews Sound Transit's planning for ST-2, meets for the first time. The eight-member panel examines key methodologies to make sure that the assumptions and the analytical methods used in the agency's plans are adequate, appropriate, and reasonable.

The low bid for the last major construction contract for building the initial segment comes in at $24.7 million, or about 10 percent below the cost that Sound Transit's engineers estimated. The combined bids for the entire initial segment construction are six percent under estimates.

Thirteen new long-haul buses are welcomed into the ST Express regional fleet. The quiet, smooth-riding coaches are specifically designed for long-haul express service and include individual reclining seats, air conditioning, footrests, overhead racks, and reading lamps.

Sound Transit's bond rating for its bonds from Moody's is upgraded from A1 to AA3. The agency also receives a strong AA-/AA3 rating on its future Sales Tax bonds. The high rating is expected to translate into lower borrowing costs and savings to taxpayers.

The agency's first ever ridership survey shows that passengers are very satisfied with Sound Transit service. Riders give the agency high marks across the board for ST Express bus, Tacoma Link light rail and Sounder commuter rail service.

March 2005: The Sound Transit Board votes unanimously to issue $423 million in bonds to continue construction of Sound Transit projects throughout the region. The 25-year bonds are issued at an overall rate of 4.6 percent.

April 2005: Construction kicks off in Bellevue on the Eastgate access ramp and flyer stops. The work includes a new transit-only access ramp from Interstate 90 to King County Metro's expanded Eastgate Park-and-Ride. New flyer bus stops on the ramps will save travel time for selected routes and provide additional routing options for both Metro and Sound Transit service.

April 2005: A big loss for Sound Transit and the region is felt with the death of Sound Transit Boardmember Jack Start. He joined the Sound Transit Board from Snohomish County in 2004 and quickly became active and engaged on a variety of issues. He also served on the Sound Transit Board Finance Committee and the Performance Audit Committee.

May 2005: Richard Marin of Edmonds fills the Sound Transit board opening left with the death of Boardmember Jack Start. Boardmember Marin is President of the Edmonds City Council, is Vice Chair of the Community Transit Board and chairs the City of Edmonds' Highway 99 Task Force. He is appointed to the Sound Transit Finance Committee.

May 2005: Construction begins on the Tukwila segment of the light rail line. Construction is now under way on all 14 miles of the Central Link line.

June 2005: A second Sounder round-trip commuter train begins running between Everett, Edmonds and Seattle. The new train leaves Everett Station at 6:10 a.m., a half hour earlier than the other Sounder train. The train leaves Seattle at 4:33 p.m. in the afternoon.

June 2005: Sound Transit issues the Final Supplemental Environmental Impact Statement (SEIS) for updating its Long-Range Plan. The document examines the effect an expected 1.2 million more people living here in the next 25 years will have on the region's transportation systems.

June 2005: For the eighth consecutive year, independent auditors give Sound Transit a clean, unqualified report on the agency's financial health. The 2004 annual financial audit is conducted by KPMG LLP. In addition, an annual subarea audit report also conducted by KPMG, finds no major issues with Sound Transit's adherence to subarea equity.

July 2005: Boardmember Kevin Phelps, chair of the Sound Transit Finance Committee, resigns from the Board. A Tacoma City Councilmember, Mr. Phelps joined the Board in 2000. He was a key architect in the creation of the agency's Performance Audit Committee.

July 2005: The Sound Transit Board approves plans to extend Central Link light rail to Sea-Tac International Airport. The airport station will be adjacent to the fourth level of the existing airport parking garage, with an elevated walkway to International Boulevard and a pedestrian walkway

to the airport's ticket counters. The connection is scheduled to be completed in time for the 2010 Winter Olympics in Vancouver, B.C.

July 2005: Sound Transit breaks ground on the Totem Lake Freeway Station, HOV access ramps and overpass on Interstate 405. The project includes a new I-405 overpass connecting N.E. 128th Street and direct access to/from the north and southbound HOV lanes on I-405.

July 2005: The Sound Transit Board unanimously approves an amended Long Range Plan, setting the stage for determining the next round of service and construction projects for the regional agency. The Long Range Plan gives the agency the 'big picture' of what transit should look like by the year 2030 and helps the Board shape Sound Transit 2.

August 2005: Construction crews lay the first rails for the new Link light rail system in Seattle's SODO area between Holgate and South Lander street. The first rails, four 1,200-foot-long ribbons, weigh approximately 23 tons each.

August 2005: The Sound Transit Board and staff welcomes Julie Anderson to the Board. Ms. Anderson is a Tacoma City Councilmember who is completing the term of Boardmember Kevin Phelps, who resigned in July, 2005. Ms. Anderson was elected to the Tacoma City Council in 2003, following more than 15 years of community service and advocacy in the Tacoma area.

August 2005: The first Link light rail station art was installed at the future SODO light rail station on South Lander Street, just south of downtown Seattle. The artwork, "Made in USA" by Michael Davis, honors SODO's industrial roots with a huge steel arch that includes a carpenter's pencil, square and level.

September 2005: A fourth Sounder train begins round-trip service between Tacoma and Seattle. The new train departs Tacoma Dome Station every weekday morning at 7:10 a.m. and leaves King Street Station at 4:20 p.m.

September 2005: The downtown transit tunnel closes for up to two years for retrofitting to handle both light rail trains and buses. During the closure, buses that normally use the tunnel are re-routed to downtown Seattle surface streets.

September 2005: Sound Transit celebrates the construction kick-off of the $7.7 million Sammamish Park-and-Ride and Transit Center. The transit center includes 275 parking stalls, bus shelters, art and special "rain garden" landscaping to help protect the environment.

September 2005: Sound Transit opens the Ash Way HOV access ramp. The transit-only access lane allows Sound Transit and Community Transit buses to skip the surface streets and the general purpose lanes and roll right from the Ash Way Park-and-Ride to the HOV lanes heading south to Lynnwood and Seattle.

November 2005: The University Link segment of the light rail project earns the Federal Transit Administration's highest rating. This is the first step towards receiving a federal New Starts grant for the project. The University Link segment runs from Westlake Center in downtown Seattle to the University of Washington.

January 2006: Sound Transit launches the huge machine that is drilling the nearly mile-long twin tunnels through Beacon Hill. The tunnels will tie into the Beacon Hill underground station, which is under construction 160 feet below the surface of Beacon Hill.

January 2006: Kirkland City Councilmember Mary-Alyce Burleigh and King County Councilmember Dow Constantine join the Sound Transit Board. Boardmember Burleigh has served on the Kirkland City Council since January 2002, including two years as Kirkland Mayor. Boardmember Constantine has been on the King County Council since January 2002.

February 2006: New ST Express Route 577, which runs between Federal Way and downtown Seattle, begins service from the new Federal Way Transit Center.

February 2006: The new Federal Way Transit Center and HOV access ramps open. Besides adding about 1,200 stalls of parking, the new center includes large customer waiting areas, enhanced security and public art.

February 2006: The Issaquah Highlands Park-and-Ride, which includes a parking structure with 1,000 stalls of parking, opens.

March 2006: The South Sammamish Park-and-Ride opens for buses and riders, adding 165 park-and-ride spaces in East King County.

April 2006: The Sound Transit Board approves an agreement outlining the terms and conditions for development of the Airport Link project on Port of Seattle property at the airport. The Port of Seattle Commission also approved the agreement. Sound Transit has secured all of the necessary land use permits and construction on the 1.7-mile airport extension.

April 2006: The Sound Transit Board approves a plan for extending Link light rail from downtown Seattle to the University of Washington. The 3.1-mile University Link extension will connect the three largest urban centers in the region: downtown Seattle, Capitol Hill and the University District and by itself will add 70,000 riders a day to the Link line.

May 2006: For the ninth consecutive year, independent auditors give Sound Transit a clean, unqualified report on the agency's financial statements. The 2005 annual financial audit, conducted by KPMG LLP, finds no reportable conditions or material weaknesses involving internal control, and no instances of non-compliance required to be reported under Government Auditing Standards.

June 2006: Stadium Station and SODO Station are the first two Link light rail passenger stations to be substantially completed out of the 13 along the 15.6 miles between Downtown Seattle and Sea-Tac Airport. SODO Station is located along the Metro Busway just north of Lander Street. Stadium Station is also located along the Metro Busway south of Royal Brougham Way.

June 2006: The Federal Transit Administration issued the Record of Decision (ROD) for North Link, which will run from downtown Seattle to Northgate. The ROD acknowledges the completion of the environmental process for North Link. It also allows Sound Transit to begin moving forward with acquiring land.

June 2006: Sound Transit and its partners – the City of Issaquah and King County Metro Transit – break ground on the new Issaquah Transit Center and parking garage. The new garage will more than double the amount of parking spaces at the site, to over 800 stalls, and the transit center will expand from one bus bay to six.

June 2006: Sounder carries its 5 millionth rider since service began in September, 2000.

July 2006: Deputy CEO Vernon Stoner resigns from Sound Transit after more than five years. He leaves to take the position of Regional Administrator - Region 3 - for the Washington State Department of Labor and Industries in Olympia.

July 2006: The Sound Transit Board releases three sample investment options for comment and consideration by the public, transit partners and jurisdictions throughout in the region. The three options highlight the potential expansions available using sales tax investments of 3 cents, 4 cents and 5 cents on a $10 purchase. All three investment options include light rail extensions to the north, south and east from the initial segment currently under construction from downtown Seattle to SeaTac. The Board also identifies light rail as its preferred mode for providing high capacity transit across Lake Washington on I-90 to the Eastside.

Sep 2006: Ground is broken on the South Everett Freeway Station project. This is the first park-and-ride facility in the state that is located in a freeway median. The new freeway station is being built in the I-5 median, between the north and southbound lanes.

Sep 2006: Sound Transit and the Port of Seattle break ground on a project to bring Link light rail and significant roadway improvements to Sea-Tac Airport. The roadway construction project will make it easier to get to and from the airport and prepares the way for the light rail connection from downtown Seattle to Sea-Tac Airport.

Oct 2006: Sound Transit breaks ground on the Totem Lake Transit Center in Kirkland. Construction is expected to last about 18 months.

Oct 2006: Sound Transit dedicates the new Eastgate Access Ramps at 142nd Avenue SE and I-90 in Bellevue. The ramps provide a more direct connection to the Eastgate Park-and-Ride for buses, carpools and vanpools traveling the I-90 corridor.

Nov 2006: The first Link light rail train is shipped to the Port of Everett in three pieces, which are trucked to the Sound Transit Operations & Maintenance base for reassembly and then testing. The Link cars are built in Osaka Japan by Kinkisharyo/Mitsui.

Nov 2006: Sound Transit officially observes its first decade of existence. Created by voters in 1996, Sound Transit now carries more than 10 million passengers a year in its buses and trains and is making improvements to increase mobility throughout Central Puget Sound.

Dec 2006: U.S. Transportation Secretary Mary Peters and Senator Patty Murray announce that the Federal Transit Administration has authorized Sound Transit to enter final design for the University Link light rail extension. Advancing final design enables Sound Transit to begin negotiations with the FTA to secure a $750 million grant.

Dec 2006: Sound Transit unveils its first Link light rail vehicle, the first of 35 light rail vehicles arriving in Central Puget Sound for final assembly, testing and then service.

Dec. 2006: The Washington State Supreme Court rules that Sound Transit can continue collecting its 0.3 percent motor vehicle excise tax until the agency's 30-year bonds are retired in 2028. Although the MVET tax was cancelled by voters following passage of I-776 in 2002, Sound Transit had already issued the bonds in 1999.

Jan 2007: The Sound Transit Board adopts a Sound Transit 2 Draft Package that would expand light rail north from the University of Washington into Snohomish County, south from Sea-Tac International Airport into Pierce County, and east across Lake Washington. Besides expanding light rail, the draft package would add parking and other enhancements at Sounder commuter rail and ST Express bus facilities, build a new streetcar in downtown Seattle connecting the International District, First Hill and Capitol Hill areas and fund studies of additional future high capacity extensions on SR 520 and I-90.

Jan 2007: A recently released 2005 independent State Audit gives Sound Transit a clean bill of health with no findings or management letter items. The yearly state audits address Sound Transit's accountability for public resources, including purchases of goods and services, accounts receivable, payroll, cash receipting and travel. The most recent audit shows the agency complied with state laws and regulations and its own policies and procedures in the areas examined by the State Auditor.

Jan 2007: The Citizen Oversight Panel's 2006 Year End Report notes that 2006 was a good year for the agency and that it made substantive progress in its capital and operating programs. The COP was encouraged with efforts the agency made on Sound Transit 2, particularly regarding the principle of subarea equity and the way that subareas are working together. The COP also

expressed some concern with the loss of key people in critical functions at the agency in 2006, notably in project controls.

Jan 2007: The Sound Transit Board names the first members of a new Diversity Oversight Committee. The committee will provide independent oversight of diversity issues facing the agency, including opportunities available to minorities and women, compliance with workforce goals, review of existing plans and programs and issues affecting successful participation on Sound Transit construction projects.

Feb 2007: A construction worker dies in a tragic accident while working on the Beacon Hill light rail tunnel. The accident involves a supply train carrying construction materials into and out of the light rail tunnel. The tunnel contractor, Obayashi Corporation, immediately stops all work and the accident investigation begins. Later, the Sound Transit Board unanimously agrees to place a plaque at the Beacon Hill Tunnel acknowledging the worker.

Feb 2007: The final 2006 ridership numbers show that ridership was up on all Sound Transit services and together the agency's trains and buses carried 12.2 million riders in 2006 – the highest year ever. ST Express bus ridership increased 9 percent from 2005, Sounder commuter train ridership was up 34 percent and Tacoma Link light rail increased 1 percent for the year. ST Express buses carried 9.6 million passengers in 2006, Sounder 1.6 million and Tacoma Link 885,000.

Mar 2007: An open house is held for the new Link light rail Operations & Maintenance Facility. The event includes tours of a new light rail vehicle and the state-of-the-art maintenance area.

Mar 2007: Sound Transit teams up with the City of Lakewood to break ground on the new Lakewood Station. The station will provide new Sounder commuter rail and ST Express bus services in Pierce County.

April 2007: Sound Transit celebrates the start of construction on the first stage of the I-90 Two Way Transit & HOV project, which will improve travel between Seattle and King County's Eastside.

May 2007: The Link light rail tunnel boring machine breaks through the east side of Beacon Hill, completing the first half of the Beacon Hill tunnel. Obayashi Corporation launched the tunnel boring machine in January, 2006.

May 2007: The Sound Transit Board unanimously adopts the Sound Transit 2 plan, which is the transit piece of the Roads & Transit package going to voters in November, 2007. Sound Transit 2 would extend light rail another 50 miles, including to new destinations on the Eastside, Pierce and Snohomish counties. It also would enhance Sounder commuter rail and ST Express regional bus service, add approximately 11,000 park-and-ride stalls to the region and build a streetcar in Downtown Seattle connecting the International District, First Hill and Capitol Hill areas.

May 2007: Sound Transit opens the Canyon Park Freeway Station project, which includes a new pedestrian bridge over I-405 that connects the station to the Canyon Park Park-and-Ride lot. The project also includes widening the on-ramp and converting an HOV lane into a bus-only lane. The project was built on time and on budget.

May 2007: Construction begins on the Redmond Way Improvement Project, which will improve the speed and reliability of transit along Redmond Way from 132nd Ave NE to 140th Ave NE.

June 2007: Sound Transit and the University of Washington reach a formal agreement to extend light rail to the UW campus and surrounding area. University Link will run 3.15 miles underground from downtown Seattle to the University of Washington with stations at Capitol Hill and the UW. The underground University of Washington Station will be near Husky Stadium and

the UW Medical Center and will have at least two public entrances, with at least one located north of Northeast Pacific Place and the Burke Gillman Trail.

July 2007: The Sound Transit Board unanimously agreed to call an election to approve local taxes to implement the Sound Transit 2 Plan for Pierce, King and Snohomish counties. Sound Transit 2 will join the Roads & Transit package of comprehensive transit and road improvements on the Nov. 6 ballot. The Board also confirmed the Sound Transit 2 boundaries for the election.

July 2007: Lifetime ridership on Sounder commuter rail service passed the seven million mark. Sounder began running in September 2000 with two round trips every weekday between Tacoma and Seattle. As of July 31, Sound Transit is running four round trips between Tacoma and Seattle and two round trips from Everett-to-Seattle.

August 2007: Sound Transit and King County Metro teamed up to host an American Public Transportation Association national workshop on Sustainability and Public Transportation. The workshop attracted transit leaders from across the country.

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APPENDIX G

GLOSSARY OF TERMS

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A133: A circular issued from Office of Management and Budget (OMB) in 1997 that describes the non-Federal entity's responsibilities for managing Federal assistance programs (grants) and the auditor's responsibility (objectives, procedures, compliance, etc.) with respect to the scope of audit.

Accounting System: The total set of records and procedures used to record, classify, and report on the financial status and operations of Sound Transit.

Accrual Basis of Accounting: A method of accounting for revenues and expenses when earned or incurred instead of when cash is received or spent.

ADA: Americans with Disabilities Act.

Adopted Budget: The board-approved budget and capital plan for Sound Transit for the current fiscal year.

APTA: American Public Transportation Association.

BCI: Building Cost Index, which is based on changes to the price of a "shopping cart" of goods related to construction—skilled labor, structural steel, lumber, and cement.

BNSF: Burlington Northern Santa Fe Railway.

Board: The Sound Transit Board of Directors.

Budget Message: The opening section of the budget document provides the board and the public with a general summary of the most important aspects of the budget, and the views and recommendations of the executive director.

CAAC: Citizens' Accessibility Advisory Committee.

Capital Spending Plan: The portion of the budget that identifies outlays for the purchase of capital assets.

Capital Asset: Assets costing $5,000 or more and having useful lives greater than two years.

Capital Outlay: Expense that results in the acquisition of or addition to fixed assets.

Capital Projects: Projects that purchase or construct capital assets.

CCTV: Closed circuit television.

CDF: Community Development Fund.

CE: Conceptual Engineering.

CEO: Sound Transit Chief Executive Officer.

CFO: Sound Transit Chief Financial Officer.

CMC: Construction Management Contract.

CNG: Compressed Natural Gas.

Contingency: A budgetary reserve put aside for emergencies or unforeseen expenses.

CO: Construction.

COA: Comprehensive Operational Analysis.

COP: Citizen Oversight Panel.

Cost Element: The budget elements of an individual capital project, such as design, construction, and contingency expenses.

CPI: Consumer Price Index.

DEIS: Draft Environmental Impact Statement.

Department: Highest organizational unit of Sound Transit, consisting of Board Administration, Executive, Finance and Information Technology, Legal Services, Project Delivery Support Services, Transportation Services, Capital Projects and Link Light Rail.

Depreciation: A method by which the costs of plants, property, and equipment are systematically and rationally allocated over their useful life.

Division: Organizational sub-unit within departments.

DSTT: Downtown Seattle Transit Tunnel.

E1: EnterpriseOne (our current accounting system or ERP software).

EA: Environmental Assessment.

EAC: Executive Advisory Committee.

EEO: Equal Employment Opportunity.

EIS: Environmental Impact Statement.

ERP: Enterprise Resource Planning.

ESA: Endangered Species Act.

ESH: Environmental Safety and Health.

Expense Category: Groupings of expense types. Expenses can include, but are not limited to, wages/salaries/benefits, services, office expenses, administrative expenses and miscellaneous other expenses.

Expense: A decrease in net current assets. Expenses include salaries and benefits, administrative expenses, debt service, and those current operating costs that require the use of current assets.

FASB: Financial Accounting Standards Board.

FD: Final Design.

FFGA: Full Funding Grant Agreement.

FFY: Federal Fiscal Year.

FHWA: Federal Highway Administration.

Fiscal Year: A 12-month period to which the annual operating budget applies and at the end of which a government determines its financial position and results of its operations. Sound Transit's fiscal year is concurrent with the calendar year.

FONSI: Finding of No Significant Impact.

FTA: Federal Transit Administration.

FTE: Full Time Equivalent employee. The fractional equivalent of one full-time employee working a 40-hour work week for one calendar year.

GASB: Governmental Accounting Standards Board.

GIS: Geographic Information Services.

GL: General Ledger.

GMA: Growth Management Act.

GSC: Sound Transit General Service Center.

HCT: High-Capacity Transit.

HOV: High-Occupancy Vehicle.

ISTEA: Intermodal Surface Transportation Efficiency Act.

IT: Information Technology.

ITS: Intelligent Transportation Systems.

JRPC: Joint Regional Policy Committee.

LB235: North End Tunnel Design/Build Contract.

LOB: Line of Business.

LPA: Locally Preferred Alternative.

LRT: Light Rail Transit.

LRV: Light Rail Vehicle

MIP: Mobility Initiative Program.

MLK: Martin Luther King.

MMIS: Maintenance Management Information System.

MOA: Memorandum of Agreement.

MOS: Minimum Operating Segment.

MOU: Memorandum of Understanding.

MTP: Metropolitan Transit Plan.

MVET: Motor Vehicle Excise Tax.

M/W/DBE: Minority/Women/Disabled Business Enterprise.

NEPA: National Environmental Policy Act.

NTD: National Transit Database.

NTP: Notice to Proceed.

O&M: Operations and Maintenance.

OCIP: Owner-Controlled Insurance Program.

OCS: Overhead Catenary System.

OPP: Office of Policy and Planning.

OSHA: Occupational Safety and Health Administration.

PE/ED: Preliminary Engineering/Environmental Design.

PMOC: Project Management Oversight Consultant.

PMP: Program Management Plan.

PLA: Project Labor Agreement.

Proposed Budget: The recommended and unapproved Sound Transit budget submitted by the executive director to the board.

PSCOG: Puget Sound Council of Governments (renamed PSRC, see entry below).

PSRC: Puget Sound Regional Council (formerly PSCOG, see entry above).

QAP: Quality Assurance Program.

QA/QC: Quality Assurance/Quality Control.

RE/TOD: Real Estate/Transit Oriented Development.

REX: Regional Express.

Revenues: Increases in proprietary fund type net total assets from other than expense refunds and capital contributions.

Reserve: An account used to segregate a portion of fund equity as legally set aside for a specific future use.

RFP: Request for Proposal.

ROD: Record of Decision.

ROW: Right-of-way.

RSIP: Residential Sound Installation Program.

RTA: Regional Transit Authority.

RVCDF: Rainier Valley Community Development Fund.

Salaries and Benefits: Amounts paid for services rendered by employees in accordance with rates, hours, terms and conditions authorized by law or stated in employment contracts.

SEIS: Supplemental Environmental Impact Statement.

SEM: Sequential Excavation Mining.

SEPA: State Environmental Policy Act.

SODO: South of downtown Seattle.

SOP: Standard Operating Procedure.

SIP: Service Implementation Plan.

Sound Transit: The Central Puget Sound Regional Transit Authority.

ST-2: The second phase of Sound Transit's plan for providing increased service.

Subarea: Five subareas of the Sound Transit District defined for planning and budgeting purposes consisting of Snohomish County, North King County, East King County, South King County, and Pierce County.

Subarea Equity: The principle established by *Sound Move* that requires utilizing local taxes and revenues and related debt for projects and services which benefit the subareas generally in proportion to the level of revenues each subarea generates.

TEA-21: Transportation Equity Act for the 21st Century.

TIG: Transit Integration Group.

TIP: Transportation Improvement Program.

TOD: Transit Oriented Development.

TOHD: Transit Oriented Housing Development.

TPSS: Traction Powered Substation.

TSD: Transportation Services Department.

TSP: Transit Signal Priority.

TVMs: Ticket Vending Machines.

UPRR: Union Pacific Railroad.

WISHA: Washington Industrial Safety and Health Administration.

WSDOT: Washington State Department of Transportation.

YOE: Year of Expenditure.